



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

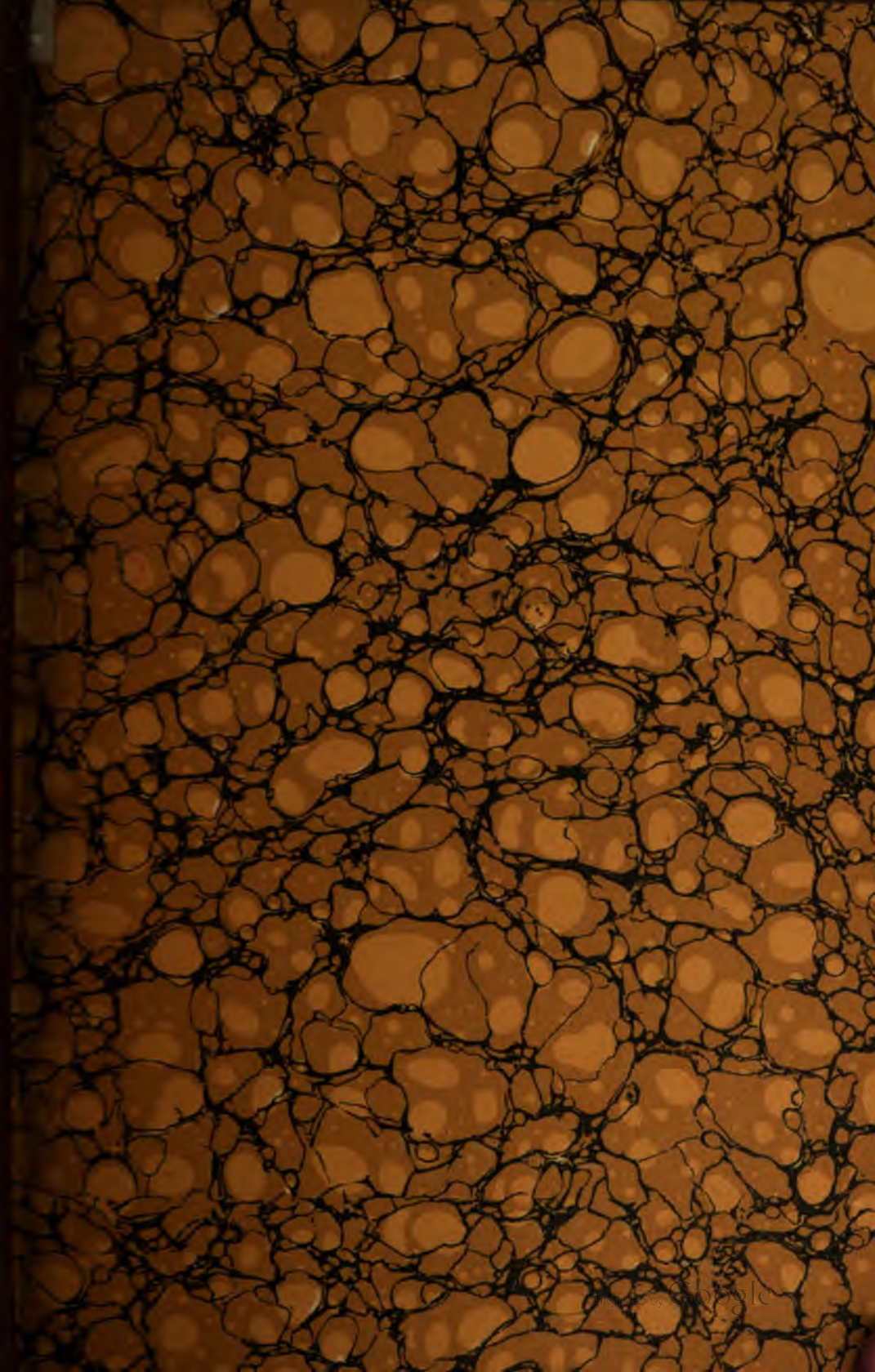
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>





H
2
.9

25651.77
—9
No. 1
3m 1

St. Louis, Merchants' exchange.

ANNUAL STATEMENT
OF THE

TRADE AND COMMERCE
OF ST. LOUIS.

FOR THE YEAR 1894. -96/

REPORTED TO THE



MERCHANTS' EXCHANGE
OF ST. LOUIS.

BY

GEO. H. MORGAN, SECRETARY.

ANNUAL STATEMENT

OF THE

Trade and Commerce of St. Louis

FOR THE YEAR 1894,

1894, 15, 96

REPORTED TO THE

Merchants' Exchange of St. Louis,

BY

GEO. H. MORGAN, Secretary.

ST. LOUIS, MO.:
R. P. STUDLEY & CO., PRINTERS,
1896.

71689

H 7083.77

73483



p

III
YERGENWOL
YRA 991

Jan 1900



*Arch.
 Merch. Lib., Chicago
 2-11-36*

(3)

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.	No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin. 675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin. 518
1864	Thomas Richeson.	Barton Able.	C. L. Tucker. 725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer. 990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor. 1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor. 1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer. 1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole. 1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger. 1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain. 1282
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman. 1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel. 1363
1874	Web M. Samuel.	L. L. Ashbrook.	Jno. F. Tolle. 1307
1875	D. P. Rowland.	Jno. P. Meyer.	Wm. M. Senter. 1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson. 1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain. 1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander. 1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp. 1260
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald. 1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow. 3538
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaiennie. 3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier. 3566
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow. 3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery. 3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd. 3364
1887	Frank Gaiennie.	Louis Fusz.	Thomas Booth. 3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox. 3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston. 3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanagan. 3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis. 3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield. 3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett. 2912
1894	{ A. T. Harlow.	{ Wm. G. Boyd.	{ E. A. Pomeroy. 2807
	{ Wm. G. Boyd.	{ Geo. H. Small,	
1895	Thos. Booth.	C. Marquard Forster,	Geo. D. Barnard. 2647

Secretary and Treasurer.

1862 - - - Clinton B. Fisk.
 1863-64 - - - J. H. Alexander.
 1865-95 - - - Geo. H. Morgan.

IN MEMORIAM.

PRESIDENT A. T. HARLOW.

RESOLUTIONS

Prepared by a Committee consisting of Messrs. E. O. Stannard,
Nathan Cole, and Joseph S. Nanson, and adopted by
the Exchange Feb. 5th, 1894.

For the first time in the history of the Merchants' Exchange of this city, its members are called together to give expression to its sorrow for the death of its President.

On Wednesday, January 31st, at eleven o'clock, A. M., our beloved President, Alonzo T. Harlow, departed this life, at his home in Kimmswick, surrounded by the loving tenderness of those nearest to his heart,—in whose inconsolable grief we deeply share.

For a generation our brother has been a member of this justly influential body.

We have watched with becoming appreciation and sincere pride his sturdy integrity, his spotless honesty, his impartial justice, his boundless benevolence, and his intense devotion to the interests of this Chamber, and his fidelity to his correspondents.

We have felt the influence of his great loving heart in his ever cheerful ways, his disinterested charities and his high administrative abilities in each of the various offices held under the charter of this Exchange.

In the realms of citizenship, his example and influence was ever used for the best good of all.

As a Christian, he always honored his high profession by his great purity of life, by his intelligent activity in behalf of suffering humanity, and his sincere and unaffected love of his fellow men.

Of the love which crowned his home life, we will not dwell upon; its sacred custody and affection no words of ours can faithfully picture or describe.

With saddened hearts we part from one so truly honored and loved, and here to-day we will strive to draw inspiration from his splendid life.

To his bereaved widow and children, we offer the condolence of our heartfelt sorrow in this dark hour of their affliction.

We will inscribe this memorial of our departed brother upon the records of this Exchange, and transmit a copy thereof to his family.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1894.

PRESIDENT.

A. T. HARLOW, to January 31st.
WM. G. BOYD, from February 16th.

FIRST VICE PRESIDENT, WM. G. BOYD, to Feb. 16th.
" " " GEO. H. SMALL, from Feb. 26th.
SECOND VICE PRESIDENT, E. A. POMFROY.

DIRECTORS.

1894-95.	1894.
WM. T. ANDERSON,	ISAAC M. MASON,
H. B. BILBRO,	D. I. BUSHNELL,
H. B. SLAUGHTER,	AMEDEE B. COLE,
WM. K. STANARD,	C. MARQUARD FORSTER
C. J. HANEBRINK,	B. L. SLACK.

SECRETARY AND TREASURER.

GEO. H. MORGAN.

ASSISTANTS.

D. R. WHITMORE, S. H. HEWLETT.
Caller—JOSEPH P. CARR. *Doorkeeper*—JAMES P. NEWELL.
Attorney—F. N. JUDSON.

COMMITTEE OF APPEALS.

DANIEL E. SMITH,	R. F. LAMB,
R. P. ARCHER,	C. W. BERGESCH.
SAMUEL GORDON,	DELOS R. HAYNES.
HENRY NICOLAUS,	GILBERT SEARS.
SOL. J. QUINLIVAN,	FREDERICK S. PLANT,
MAX. M. BODENHEIMER,	CONRAD SCHOPP.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.	SECOND SIX MONTHS.
J. K. SAVAGE,	ADOLPHUS BUSCH, JR.
JULIUS HOLLMANN,	FRED DEIBEL,
W. G. MOORE,	THOS. B. TEASDALE,
JOHN J. POPE,	JOHN BIRD,
HENRY C. HOLLMANN,	BENJ. ALTHEIMER.

OFFICIAL MARKET REP'R.
MARC. J. GAUTIER.

RIVER CLERK.
E. T. WALTON,

TELEGRAPH AND CALL BOARD CLERK.
CHAS. H. WHITMORE.

MESSANGER.
FRANK T. MUDGE.

COMMITTEES AND INSPECTORS FOR 1894.**REAL ESTATE COMMITTEE.**

WM. G. BOYD, CHAIRMAN.
WM. T. ANDERSON.

GEO. H. SMALL.
ISAAC M. MASON.

E. A. POMEROY.

EXECUTIVE COMMITTEE ON GRAIN INSPECTION:

H. B. BILBRO, CHAIRMAN.

B. L. SLACK.

C. M. FORSTER.

WHEAT INSPECTION:

H. B. BILBRO, CHAIRMAN.
EMIL SUMMA.

WM. K. STANARD.
GILBERT SEARS.

J. S. MCCLELLAN.

CORN, OAT AND RYE INSPECTION:

B. L. SLACK, CHAIRMAN.
W. B. HARRISON.

J. G. SHERIDAN.
JOHN O. FEARS.

JOHN A. BURTON.

BARLEY INSPECTION:

C. M. FORSTER, CHAIRMAN.
HENRY GRIESEDECK, JR.

CHAS. H. TEICHMANN.
PHILIP BROCKMAN.

HENRY GREVE.

GRAIN INSPECTORS:

C. O. DUTCHER, CHIEF INSPECTOR.

T. L. CURRIE, Ass't CHIEF INSPECTOR.

J. E. ROBINSON.

FLOUR INSPECTION:

C. J. HANEBRINK, CHAIRMAN.
C. BERNET.
JNO. W. LANLEY,

AUG. J. BULTE.
C. A. EBERLE.

HENRY BURG, SECRETARY.
J. B. GANDOLFO.

BOARD OF FLOUR INSPECTORS:

VICTOR GOETZ, PRESIDENT.

AUGUST RUMP, SECRETARY.

MEMBERSHIP:

WM. K. STANARD, CHAIRMAN.

D. I. BUSHNELL,

E. A. POMEROY.

RULES:

GEO. H. SMALL, CHAIRMAN.

H. F. LANGENBERG.

THOMAS AKIN.

MARKET REPORTS:

H. B. SLAUGHTER, CHAIRMAN.

AMEDEE B. COLE.

WM. G. BOYD.

CONTRACTS:

AMEDEE B. COLE, CHAIRMAN.

WM. A. GARDNER.

JOHN M. GANNETT.

POSTAL AFFAIRS:

CHAS. E. FLACK.
G. O. KALB.

E. A. POMEROY, CHAIRMAN.
N. L. MOFFITT.
P. M. HANSON.

T. C. TAYLOR.
HENRY C. HAARSTIÖK.

COMMITTEES AND INSPECTORS FOR 1894—Continued.**PROVISION INSPECTION:**

A. NEDDERHUT.	E. A. POMEROY, CHAIRMAN.	
JOHN MCALLISTER.	MICHAEL MCENNIS.	CHAS. A. COX.
	PROVISION INSPECTOR,	J. G. HINCHMAN.

SEEDS AND CASTOR BEANS:

D. I. BUSHNELL, CHAIRMAN.	F. S. PLANT.	REDMOND CLEARY.
EDW. W. KALTWASER.	HENRY J. GRIMM.	

SEED AND CASTOR BEAN INSPECTOR AND WEAHER:**W. F. CHAMBERLAIN.****FLOOR:****MORRIS LEFTWICH, CHAIRMAN.**

D. W. CLIFTON.	GEO. F. GODDARD.	JNO. F. RYAN.
EMIL W. GESSLER.	JAMES SHARP.	V. M. JONES.

MISSISSIPPI RIVER:

ISAAC M. MASON, CHAIRMAN.	D. R. FRANCIS.	H. C. HAARSTICK.
FRANK GAIENNIE.	T. T. LEWIS.	ALEX. H. SMITH.
MARCUS BERNHEIMER.	E. S. ROWSE.	DAVID BLOCK.
JEROME HILL.		WEB. M. SAMUEL.

NATIONAL BOARD OF TRADE:**W. T. ANDERSON, CHAIRMAN.**

E. O. STANARD.	CHAS. PARSONS.	ISAAC M. MASON.
W. D. ORTHWEIN.	NATHAN COLE.	GEO. D. BARNARD.
JOHN WAHL.	RICHARD HOSPEL.	GEO. H. PLANT.

LEGISLATIVE:**H. B. SLAUGHTER, CHAIRMAN.**

F. N. JUDSON.	CLINTON ROWELL.	HY. R. WHITMORE.
GEO. H. SMALL.	W. B. ANDERSON.	JOHN P. GRIER.

TRANSPORTATION:

W. K. STANARD, CHAIRMAN.	C. N. OSGOOD, SECRETARY.	
D. C. BALL.	B. L. SLACK.	JAMES T. BIRCH.
LOUIS FUSZ.	CHAS. E. HALL.	W. L. GREEN.
C. C. ORTHWEIN.	ROGER P. ANNAN.	J. H. KRACKE.

MEXICAN AND CENT. AND SOUTH AMERICAN TRADE:**D. I. BUSHNELL, CHAIRMAN.**

E. D. TILTON.	HENRY STANLEY.	F. W. SMITH.
J. W. KAUFFMAN.	A. DEFIGUEIREDO.	C. P. BURR.
P. P. CONNOR.	T. G. BOWMAN.	P. F. SHIRMER.
GEO. ROBINSON.	L. D. KINGSLAND.	MAX M. BODENHEIMER.
S. I. BIGGERS.	EV. E. CARRERAS.	S. M. KENNARD.

METEOROLOGY:**ISAAC M. MASON, CHAIRMAN.**

W. B. ARCHER.	JOHN A. WARREN.	C. MCD. ROBINSON.
GEO. D. MARKHAM.	CONRAD FATH.	WM. P. SAMUEL.

PRODUCE.

JOHN W. ELWELL, CHAIRMAN.	E. S. WALTON.
S. A. WHITEHEAD.	F. G. HAUSEN.
F. W. HOFMANN.	JACOB SCHOPP.
JOHN J. SCHULTE.	L. GARVEY.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1895.

PRESIDENT.

THOMAS BOOTH.

VICE-PRESIDENTS.

First Vice President, C. MARQUARD FORSTER.

Second Vice President, GEO. D. BARNARD.

DIRECTORS.

1895.

**WM. T. ANDERSON.
H. B. BILBRO.
H. F. LANGENBERG.
WM. K. STANARD.
C. J. HANEBRINK.**

1895-96.

**WM. G. BOYD.
WM. A. GARDNER.
SOL J. QUINLIVAN.
CHRIS. SHARP.
CHAS. L. HEITZEBERG.**

SECRETARY AND TREASURER.

GEO. H. MORGAN.

ASSISTANTS.

D. R. WHITMORE,

S. H. HEWLETT.

CALLER.

JOS. P. CARR.

DOOR-KEEPER.

JAMES P. NEWELL.

Attorney—F. N. JUDSON.

COMMITTEE OF APPEALS.

**ARTHUR BROCKMAN.
W. P. KENNET.
B. J. MCSORLEY.
BENJ. ALTHEIMER.
WM. BULL.
H. C. HOLLMANN.**

**J. W. BECK.
CHRIS. BERNET.
HERMAN BIENENSTOCK.
E. E. SCHARFF.
WM. J. LEMP, JR.
WM. P. NELSON.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**THOS. B. GETTYS.
WM. WOODS.
T. R. BALLARD.
J. R. BUTLER.
C. S. FREEBORN.**

SECOND SIX MONTHS.

**GEO. A. ROTH.
E. L. BUSCHMAN,
D. R. POWELL.
JOHN M. GANNETT.
JOHN P. OWENS.**

OFFICIAL MARKET REP'R.

MARC. J. GAUTIER.

TELEGRAPH AND CALL BOARD CLERK.

CHAS. H. WHITMORE

RIVER CLERK.

E. T. WALTON.

MESSENGER.

FRANK T. MUDGE.

COMMITTEES AND INSPECTORS FOR 1895.**REAL ESTATE COMMITTEE:**

THOMAS BOOTH, CHAIRMAN. C. MARQUARD FORSTER. GEO. D. BARNARD.
WM. G. BOYD. WM. T. ANDERSON.

EXECUTIVE COMMITTEE ON GRAIN INSPECTION:

H. F. LANGENBERG, CHAIRMAN. CHRIS. SHARP. C. MARQUARD FORSTER.

WHEAT INSPECTION:

H. F. LANGENBERG, CHAIRMAN. G. W. HILL. T. B. MORTON.
C. H. SEAMAN, ROGER P. ANNAN. GILBERT SEARS.

CORN, OAT AND RYE INSPECTION:

CHRIS. SHARP, CHAIRMAN. JOHN MULLALLY. C. BERGMANN.
F. W. CLEMENS. P. P. CONNOR.

BARLEY INSPECTION:

C. MARQUARD FORSTER, CHAIRMAN. CHAS. H. TEICHMANN,
HENRY GREVE. FRED C. ORTHWEIN. PHILL P. BROCKMAN.

GRAIN INSPECTORS:

C. O. DUTCHER, CHIEF INSPECTOR. T. L. CURRIE, ASS'T CHIEF INSPECTOR.
J. E. ROBINSON.

FLOUR INSPECTION:

C. J. HANNEBRINK, CHAIRMAN. HENRY BURG, SECRETARY.
MATT. WOELFLE. A. D. HARDIE. C. BERNET.
GEO. F. GODDAARD. CHARLES HEZEL.

BOARD OF FLOUR INSPECTORS:

VICTOR GOETZ, PRESIDENT. AUGUST RUMP, SECRETARY.

MEMBERSHIP.

GEO. D. BARNARD, CHAIRMAN. H. B. BILBRO. SOL. J. QUINLIVAN.

RULES.

W. K. STANARD, CHAIRMAN. D. I. BUSHNELL. JNO. M. GANNETT.

MARKET REPORTS:

WM. A. GARDNER, CHAIRMAN. P. P. WILLIAMS. C. H. SPENCER.

CONTRACTS:

H. B. BILBRO, CHAIRMAN. G. F. LANGENBERG. THOS. AKIN.

POSTAL AFFAIRS:

JOHN B. HARLOW, CHAIRMAN. H. W. BECK. N. L. MOFFITT.
W. P. KENNETT.

PROVISION INSPECTION:

C. L. HEITZBERG, CHAIRMAN. JAMES MEAGHER. MICHAEL MCENNIS.
G. S. MYERSON. F. E. ZELLE. E. H. BARNES.
W. T. BARTLEY, JR.

PROVISION INSPECTOR:

J. G. HINCHMAN.

COMMITTEES AND INSPECTORS FOR 1895—Continued.**SEEDS AND CASTOR BEANS:**

D. I. BUSHNELL, CHAIRMAN.	B. P. CORNELL.	REDMOND CLEARY.
CHAS. E. PRUNTY.	JOSEPH S. NANSON.	

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER:**WM. F. CHAMBERLAIN.****FLOOR:**

M. J. CONNOR, CHAIRMAN.	E. B. STEVENS.	JAMES SHARP.
GEO. F. GODDARD.	EMIL W. GESSLER.	JNO. P. GRIER.
J. M. JAYNES.	E. A. BUSCH.	H. H. WOLLBRINCK.

MISSISSIPPI RIVER:

ISAAO M. MASON, CHAIRMAN.	H. C. HAARSTICK.	FRANK GAIENNIE.
D. R. FRANCIS.	LEONARD MATTHEWS.	MARCUS BERNHEIMER.
T. T. LEWIS.	M. J. MURPHY.	WEB M. SAMUEL.
WM. M. SENTER.		

NATIONAL BOARD OF TRADE:

WM. T. ANDERSON, CHAIRMAN.	E. O. STANARD.	MICHAEL MCENNIS.
W. D. OETHWEIN.	ISAAC M. MASON.	NATHAN COLE.
LOUIS FUSZ.	JOHN WAHL.	C. H. SAMPSON.
GEO. D. BARNARD.		

LEGISLATIVE:

GEO. D. BARNARD, CHAIRMAN.	C. J. HANNEBRINK.	CHAS. HODGMAN.
F. N. JUDSON.	GEO. H. SMALL.	H. R. WHITMORE.
GEO. E. LEIGHTON.	WM. T. ANDERSON.	H. H. WERNSE.

TRANSPORTATION:

WM. G. BOYD, CHAIRMAN.	C. N. OSGOOD, SEC'Y.	D. C. BALL.
E. B. WHITE.	JAMES T. BIRCH.	LOUIS FUSZ.
W. T. HAARSTICK.	W. L. GREEN.	C. C. OETHWEIN.
ROGER P. ANNAN.	D. I. BUSHNELL.	F. F. HENSELER.
J. H. KRAOKE.	P. M. HANSON.	

MEXICAN, AND CENT. AND SOUTH AMERICAN TRADE:

XV. E. CARRERAS, CHAIRMAN.	E. D. TILTON.	A. DEFIGUEIREDO.
P. P. CONNOR.	L. D. KINGSLAND.	S. L. BIGGERS.
HENRY STANLEY.	CHAS. F. BURE.	C. M. KENDRICK.
S. M. KENNARD.	GEO. H. PLANT.	GEO. ROBINSON.

METEOROLOGY:

SOL J. QUINLIVAN, CHAIRMAN.	W. B. ARCHER.	GEO. D. MARKHAM, JR.
C. McD. ROBINSON.	WM. F. SAMUEL.	ADIEL SHERWOOD.

PRODUCE:

JACOB SCHOPP, CHAIRMAN.	B. E. FUNSTEN.	E. T. HOLLISTER.
F. W. HOFMANN.	JOHN J. SCHULTE.	O. M. DEAN.
W. G. MUELLER.	F. G. HAUEISEN.	L. GARVEY.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

ST. LOUIS, JANUARY 7, 1895.

To the Members of the Merchants' Exchange:

GENTLEMEN.—Section 7 of Rule 6 requires that "The Board of Directors shall previous to the annual meeting of the Exchange, fix the assessment to be paid by each member for the coming year, and at the annual meeting report to the Exchange the amount so assessed, and the pecuniary condition of the Exchange."

In compliance with this rule, your Board report that at a meeting held on the 3d inst., by a unanimous vote, the assessment to be paid by each member for the year 1895 was fixed at Twenty Dollars (\$20).

CURRENT ACCOUNT.

The pecuniary condition of the association is set forth in detail in the report of the Treasurer hereto annexed. The current account shows gross receipts of \$59,950.71, and that, after meeting all expenses, the sum of \$12,000 was transferred to the Real Estate account, leaving a balance on hand at the close of the year of \$1,126.12.

REAL ESTATE ACCOUNT.

When your Board assumed office in January last, it took up the work connected with the contemplated improvements which had been so wisely planned and so successfully inaugurated by the Board of 1893. The plans agreed upon by the former Board were carried out with some few changes and additions, and the work completed in September. These improvements have, in the opinion of your Board, added much to the beauty and conveniences of your building, and as far as they have been able to ascertain, have the approval of the members, with hardly an exception.

The vote of the Exchange taken on May 25, 1893, authorized "the Board to carry out the plans prepared for the improvement of the property of the Exchange and to borrow the sum of \$150,000, or so much thereof

as might be necessary to pay the cost thereof." When the plans were prepared and bids received, it was estimated that the full amount of \$150,000 would be needed, and a loan was made for that amount. Subsequently, after a careful revision of the plans, it was found that some changes, which would not materially alter the result, could be made in the interest of economy; and consequently, new bids were asked for, which resulted in a considerable reduction from the first estimates.

The attention of your Board had been called to the unsafe condition of the steam boilers, which had been in continual use for nearly twenty years, and, when it was ascertained that the full sum of \$150,000 would not be needed for the improvements as planned, it was deemed wise in the interest, first, of safety, and second, of economy, to put in a new boiler plant, and if sufficient funds remained, an entire new steam heating system, the old system being antiquated and nearly worn out. Upon investigation it was found that to put in a new steam heating system throughout the entire building, would involve an expense greater than present resources would justify, therefore the Board confined itself to that part which was an actual necessity for the protection of life and property, and contracted for three new Heine boilers of 120 horse power each, leaving the changing of the piping and heaters to another time. While the new boilers were being put in, it was found that certain piping and radiators for the new system could be put in at that time at much less expense than at some future time and remove the necessity of tearing up the new marble courtway and approaches; consequently the work was ordered and the heating of the building is now being done by two systems. This is not satisfactory or economical, and your Board hopes that the Directory of the present year will install the new system throughout the entire building.

It was deemed wise also to have the boiler room in a safe and reputable condition, and a new metallic ceiling and new granitoid floor were put in.

The premises on the first floor, fronting on Pine street, were leased to Dun & Co. for a term of years on condition that certain alterations would be made. The cost of same was \$6,601.20, and while not a part of the contemplated improvements, was a necessary expense.

The total sum expended during 1894 for all these items was \$158,987.05. Of this amount, \$132,081.70 is properly chargeable to the new improvements voted for by the exchange, \$20,254.15 to the necessary expense of new boilers and connections, and floor and ceiling of boiler room, and \$6,601.20 to the changes in Dun & Co.'s room.

The total of extraordinary expenditures since the purchase of the property in 1892, is as follows:

1893.	
Wiring for electric light and telephones	\$ 4,593 40
Painting, papering and new floors.....	3,061 26
Annan & Son, Architects.....	2,800 00
1894.	
Completed improvements as planned	132,081 70
New boilers and connecting work.	20,254 15
Alterations, Dun & Co.'s office	6,601 20
Total	\$160,991 71

The property is now in first-class condition, requiring only ordinary repairs from time to time, so that the surplus can from now on be used for the extinguishment of the debt.

It will be remembered that when the loan of \$150,000 was made in December, 1893, there was a debt of \$56,000 for balance of money borrowed to complete the payment for the property. The Board very wisely determined to pay this obligation and save interest thereon, the amount so taken to be replaced as needed. As payments for the work became due your Board authorized the President to borrow from time to time the money necessary to meet such obligations, and the sum of \$55,000 was borrowed on demand notes, so that the indebtedness of the Exchange now is as follows:

- \$150,000. Loan for seven years from N. Y. Life Insurance Co.
- \$ 55,000. Due on demand notes.

The income from rentals for the past year was \$47,348.67, the ordinary expenses \$44,022.07, which would show a surplus of \$3,326.60.

Should the present year show the same results and the sum of \$12,000 be available from current account, the debt could be decreased \$15,000 during the year.

INSURANCE.

At the beginning of the year the property was insured for \$425,000. During the work of improvement \$50,000 additional insurance was taken out to cover the risks of contractors and the Exchange jointly. After the completion of the work, the total insurance was reduced to \$450,000, which is the amount now carried on the property, exclusive of \$7,500 on furniture, fixtures, etc. Of this amount \$240,000 was renewed during the year for a term of three years, which, with the \$50,000 temporarily carried during the work of improvement involved an outlay of \$9,966.70 on this account. The balance of \$210,000 will expire in December of the present year.

MEMBERSHIP.

At the beginning of the year the number of members upon our rolls was 2,807. The certificates of 40 deceased members have been redeemed at \$125 each and 120 memberships were forfeited for non-payment of dues, leaving the present enrollment 2,647. Thirteen of the members whose certificates were redeemed died in 1893, and under the rules, the dues of 1894 were not required to be paid, which added to the number forfeited, makes 133 memberships on which dues of the present year were not collected, showing 2,674 as the number of paying members.

Your Board has taken an active interest in all matters pertaining to the welfare of our city and the well being of our members.

ANTI-OPTION LEGISLATION.

One of the prominent features of the year was the renewal in Congress of legislation looking to the passage of what was known as the anti-option bill. Believing that the principles of this bill were pernicious and would work injury to the grain, provision and cotton trade of the country, your Board took most aggressive measures to defeat such unwise legislation and believe that their efforts did much towards preventing the bill from becoming a law. The various resolutions adopted and other action taken will be found on following pages to which your attention is directed.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

In January last, your Board appointed two delegates to the meeting of the Trans-Mississippi Commercial Congress to be held in San Francisco on February 18th, and subsequently instructed its delegates to invite the Congress to hold its next session in St. Louis. The invitation was accepted, and the Congress met here on November 26th. The sessions were well attended and incited much interest. A Committee was appointed from the various commercial organizations of the city to arrange for the expenses of the Congress and the entertainment of the delegates. The attention shown was much appreciated and the reputation of St. Louis for hospitality was maintained.

STEAMSHIP ST. LOUIS.

The construction of the third largest merchant marine steamship in existence by the International Navigation Co. of Philadelphia, of American material, and by American workmen, to float the American flag and the naming of the ship after our city was an event of no ordinary importance, and your Board were of the opinion that the occasion

should be properly recognized. The President called a meeting of the Presidents of the commercial bodies of the city, at which it was determined that a suitable testimonial should be presented in the name of the citizens of St. Louis and that a committee should be present at the launching on November 12th. A large delegation went to Philadelphia and were present when the great ship slid into the Delaware river, and were courteously received and most generously entertained by the officers of the International Line and the Pennsylvania Railroad. Subsequently it was agreed that libraries for both the first and second class cabin should be presented, together with a full set of colors, also that the windows in the library cabin should be ornamented with pictures of prominent buildings and places of our city. The Committee are now at work carrying out these plans, and we believe that the city will be advertised thereby in a most effective manner.

POOLING BILL.

Your Board believing that it would be for the interest both of the shipper and the carrier to permit pooling by railroads under the supervision of the Interstate Commerce Commission, thereby securing stability of rates, in June last sent delegates to a meeting of representative bodies held in the rooms of the Interstate Commerce Commission in Washington. The bill known as the "Patterson bill" was endorsed at this meeting, and in December when it was before the House of Representatives, your Board urged the members of Congress from Missouri to favor its passage. The bill passed the House without amendments and is now before the Senate.

RAILROAD STRIKE.

In July last your Board were waited upon by delegation representing the labor organization of the city and asked to enlist the support of the Exchange in requesting the Pullman Palace Car Company to arbitrate its differences with its employes. A hearing was granted the delegation, and, after a somewhat protracted discussion, the Board passed a series of resolutions printed herewith, taking the ground that while heartily sympathizing with all lawful efforts of laboring men to improve their condition, it recognized that the observance of the law was the paramount duty of all and that the interruption of free commercial intercourse was disastrous to all the people, and further, that the boycott then existing on railroad traffic was illegal and tyrannical, and involved a despotic power to which no free people would submit.

This action of the Board met with the approval of the business community generally, both in St. Louis and elsewhere.

Your Board favored the passage of a national bankruptcy bill; the Nicaragua Canal bill, provided the Government was amply secured for the credit extended; an amendment to the Interstate commerce law whereby fines may be inflicted on corporations instead of individuals for violation of any portion of the act to regulate commerce; and opposed the passage of a bill authorizing another bridge across the river at St. Louis, unless so amended as to provide that, if erected between the Eads Bridge and Merchants Bridge, it should be a suspension bridge, so as not to interfere with the safe navigation of that portion of the harbor, and later asked that the amendment offered by Senator Cockrell be accepted, providing that the bridge should not be located within a distance of two miles from the Eads Bridge.

GRAIN INSPECTION.

The increase in fees for the inspection and weighing of grain ordered by the State Board to take effect Sept. 1st, was so unreasonable and unjust that your Board entered a strong protest before the Railroad and Warehouse Commissioners without, however, securing any action, and it is now proposed to carry the question to the State Legislature and ask an amendment to the state law fixing the maximum charges at such a rate as will correspond with the fees charged in competing markets.

TEXAS COTTON PALACE.

In October an invitation was received from the officials of the Texas Cotton Palace at Waco, to send a delegation to visit Waco on November 20th, which had been designated as "St. Louis Day." The President was requested to bring the matter to the attention of the merchants and manufacturers of the city, and the result was that an excursion of over one hundred business men visited Waco and were received with great cordiality, not only at Waco, but all the principal cities en route in Texas and Arkansas, and the cordial relations which had always existed between St. Louis and these states were further extended and cemented. Another result was the organization by the excursion party of the "Interstate Commercial Club" for the purpose of cultivating closer trade relations by the receipt and extension of social courtesies.

DEATH OF PRESIDENT HARLOW.

The death of President Harlow on January 31st, within a month of his unanimous election to the Presidency of the Exchange, was a matter of universal regret and sorrow. Your Board, voicing the wishes of the members took such action as was appropriate in honor of his memory, and the Exchange was closed on the day of his funeral. On February 5th the members assembled and adopted resolutions expressive of their

great loss and of personal sorrow at the death of their esteemed friend and presiding officer.

The pleasant custom of inviting to our rooms distinguished visitors from abroad has been followed during the year, and we have had the pleasure of greeting and hearing from, the Press Club of Columbus, Ohio, the Minister of the Argentine Republic, Gov. Hogg and party of Texas, Hon. Wm. McKinley, Governor of Ohio, and Hon. Thos. B. Reed of Maine.

In concluding this review of the principal events of the year, your Board takes occasion to express their appreciation of the support given them by the members generally and to express the hope that continued peace and prosperity may rest upon our association, and that it may in the future as in the past, hold its proud position as the guardian and conservator of the interests of the great city of which we are all so proud.

The duties of the Secretary and assistants have been faithfully performed and the Board bears cheerful and willing testimony to their faithfulness and efficiency.

Respectfully submitted,

THE BOARD OF DIRECTORS,

By WM. G. BOYD,
President.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1894.

NATIONAL BOARD OF TRADE.

JAN. 8. The Board appointed Messrs. W. T. Anderson, D. R. Francis, Web. M. Samuel, Isaac M. Mason and Chas. Parsons, as delegates to represent the Merchants' Exchange at the meeting of the National Board of Trade to be held in Washington January 21st.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

JAN. 8. The Board appointed Messrs. Henry R. Whitmore and Henry F. Langenberg as delegates to represent the Exchange at the meeting of the Trans-Mississippi Commercial Congress to be held in San Francisco on February 13th, and the delegates were requested to use all proper efforts to secure action by the Congress endorsing appropriations by the Congress of the United States for the permanent improvement of the Mississippi River.

TARIFF BILL.

JAN. 8. To the Honorable Senators and Representatives from Missouri, Washington, D. C.:

The Board of Directors of this Exchange being of the opinion that one cause, and perhaps the principal cause of the stagnation in all lines of business, is the uncertainty as to what action will be taken by Congress in reference to the Wilson tariff bill, and believing further that speedy action, either by the passage of the bill, or by its rejection, thereby settling the vexed question, will be of the greatest benefit to the commercial interests of this country, respectfully request you to use your best endeavors to have a vote taken thereon in the House and Senate at the earliest opportunity.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

JAN. 15. The Board instructed its delegates to extend an invitation to the Trans-Mississippi Commercial Congress to hold its next session in St. Louis.

INTERNATIONAL MARITIME CONFERENCE.

FEB. 12. The Board endorsed H. R. Bill 4182 "Providing for an International Maritime Conference for the better protection and care of animals in transit."

BANKRUPTCY BILL.

FEB. 12. The Board confirmed the action of the National Board of Trade favoring the immediate passage of the Torrey Bankruptcy Bill.

NICARAGUA CANAL.

FEB. 12. The Board endorsed the memorials to Congress from the Philadelphia Board of Trade and the Chamber of Commerce of San Francisco urging the importance of an early completion of the Nicaragua Canal.

ANTI-OPTION BILL.

MARCH 5. The Board appointed Mr. H. B. Slaughter a delegate to the Conference to be held this day before the Committee on Agriculture at Washington in reference to the anti-option bill, and the following resolution was adopted:

"The Board of Directors of the Merchants' Exchange of St. Louis joins with the representatives of other commercial bodies in protesting against the passage of House of Representatives Bill No. 5,653, entitled 'An act regulating the sale of certain agricultural products, defining options and futures and imposing taxes thereon,' or any bill of a similar nature, as unjust, unwarranted and unconstitutional, as being class legislation tending to hamper or prohibit the free trading in the principal agricultural products of the country, to the great detriment of both producers and consumers.

"This Board, therefore respectfully urges upon the honorable Senators and Representatives from Missouri to oppose in every way the enactment of such unwise and injurious legislation."

BOULEVARDS.

MARCH 1. The Board appointed a committee consisting of Messrs. D. R. Francis, Chas Parsons, Geo. H. Small, Jno. W. Kauffman and F. N. Judson, to co-operate with other committees in securing proper action by the city for the establishment of boulevards.

POSTMASTER JOHN B. HARLOW.

MARCH 1. The Board of Directors of the Merchants' Exchange of St. Louis desires to express to Maj. John B. Harlow in view of his early retirement from the position of Postmaster their high appreciation of

the excellent service he has rendered to the city of St. Louis, and especially to the mercantile community during his incumbency of said office, as well as during the twenty-five years he has been connected with the postal service in this city.

That Major Harlow has been energetic, progressive and honorable, in the discharge of his duties, and has made many valuable improvements in the service, is admitted by all.

This Board extends to Major Harlow its thanks for valuable service rendered and its best wishes for his future.

RECIPROCITY.

MARCH 13. The Board of Directors of the Merchants' Exchange of St. Louis having been called upon by a large number of merchants, millers and manufacturers, members of the Exchange, prominent in the lines of business which they represent, to join them in petitioning the Senate of the United States to eliminate from the tariff bill now before the Senate section 104 which abrogates certain reciprocity treaties with the Latin-American States, does most heartily join in such petition and most respectfully, but earnestly, urges the honorable Senators to abstain from imposing upon the commerce of this country such an injury as the proposed legislation would inflict, and begs them not to disturb the commercial relations now existing and which are of such a marked benefit to the business of the country.

NATIONAL TRANSPORTATION ASSOCIATION.

APRIL 9. The Board applied for the reinstatement of the Merchants' Exchange as a member of the National Transportation Association.

ANTI-OPTION BILL.

APRIL 9. To the Honorable Senators and Representatives of the State of Missouri, Washington, D. C.:

GENTLEMEN—The Board of Directors of the Merchants' Exchange of St. Louis, after due consideration of the bill known as the anti-option bill by Mr. Hatch, in lieu of H. R. 5,653, respectfully asks that you use all honorable and lawful means to defeat its passage.

If it becomes a law as now framed, it will be harmful in its effects in a commercial way to a greater extent than it is possible to conceive by those not actually engaged in the handling of grain and farm products. While it is claimed the bill is introduced to reach the illegitimate or gambling element of the trade as conducted under the present system, which has been long established, it in reality places bucket shops and boards of trade on the same plane, and does not prohibit bucket shop dealing, but does entail a great hardship on the legitimate speculative

trade of exchanges, and will virtually wipe out of existence or confine the business to a few wealthy firms and force men of moderate means to retire, and thus add the leading branch of commerce to the other monopolies of the country.

We suggest by way of illustration, viz.: Brown & Jones, copartners in business, licensed to conduct business as dealers in futures under the provisions of this bill, may buy during September, October and November, 1894, for account of A, B, C, D and others in the aggregate 1,000,000 bushels of wheat, to be delivered during the month of May, 1895, at, say, 60 cents per bushel and in the month of December, 1894, sell out the same under the instructions of A, B, C, D and others at, say, 70 cents per bushel. The profit arising from this transaction aggregates the sum of \$100,000, which was due and payable to A, B, C, D and others when the sale is concluded. As the bill prohibits the ringing out, settlement or substitution of other contracts, the original contracts must be carried to maturity before Brown & Jones can come into possession of money rightfully theirs, and which they have already paid out to their customers; and they are made liable in addition to calls for margins on both the purchase and sale contracts, which, under the rules of our exchange, would aggregate the amount of \$120,000, or a total outlay by Brown & Jones during the life of these contracts of \$220,000. Thus no man or firm of moderate means could possibly live under the requirements imposed.

After the hearing accorded the representatives of the leading exchanges of the United States before the Committee of Agriculture of the House of Representatives, and the arguments there submitted—to which we would respectfully call your especial attention—it is surprising to us that a bill so utterly devoid of merit and combining so much of injury to a branch of trade so vitally allied to all the material interests, and which forms the basis of all prosperity of our country, should in good faith be put before Congress and its passage urged.

The requirements of this bill are such as are imposed on no other branch of business (and every cent of taxation connected therewith comes directly from the pocket of the producer), and even though the bill be unconstitutional, if passed, it would cause demoralization in commercial channels, which might not be confined alone to the grain trade. It is oppressive, arbitrary, inquisitorial, unjust, and calculated, as arguments submitted before the Agricultural Committee of the House of Representatives show, to entail great hardship and loss to the producer, in whose interest it is claimed the bill is framed, and also to a large number of merchants, who have devoted their lives and capital to the perfecting of the present method of handling the farm products of the country.

Knowing the bill to be a bad one, and not in conformity with the constitutional rights of American citizenship as defined in the Constitution of our country, we protest against its passage and denounce it as iniquitous, harmful and demoralizing measure, calculated to do great injury to the commercial interests, without the redeeming feature claimed by its champions. We, therefore, urge you as above to use all lawful means to defeat its enactment.

We respectfully call your attention to the paper submitted herewith, which was presented to the Committee of Agriculture by the representative of the Merchants' Exchange of St. Louis on March 6, 1894.

ANTI-OPTION BILL.

MAY 8. The following was adopted by the Board and a copy sent to the Hon. S. W. Cobb:

DEAR SIR.—In an interview published on the 6th inst., Hon. Wm. H. Hatch is reported to have made the following statement:

"All of the objectionable features which have heretofore caused the anti-option bill to be antagonized have been eliminated. The only sections which will now meet with any serious opposition are those relating to bucket shops. The regular dealers in futures are pretty well satisfied with the bill."

At a meeting of the Board of Directors of the Merchants' Exchange of St. Louis, held this day, the above utterance, as far as this body is concerned, is denounced as unqualifiedly false and misleading, and the position taken by this board April 9 in a protest to the Representatives of our State is reaffirmed.

Please see that every member of Congress is thoroughly informed as to the position of the exchanges and boards of trade of the country.

ANTI-OPTION BILL.

MAY 14. To the Honorable Senators and Representatives of the United States, in Congress assembled:

GENTLEMEN.—In submitting the following matter in answer to the report of Mr. Hatch accompanying the anti-option Bill (which report consists of seven sections or clauses which could have been condensed into one and his meaning understood, as his vision of justice seems to be obscured by his animosity to the "short seller") the Board of Directors of the Merchants' Exchange of St. Louis have omitted any extended arguments, as the ground has been completely covered by the various representatives of the different exchanges, as well as members of the last Congress who were opposed to the bill then before them, and have confined themselves largely to comparisons and resulting conditions

actually existing in this and other countries. In so doing they have chosen the Chicago market as the representative one of this country, it being the market where more "short selling" and the heaviest speculative trading is done. The replies are seriatim.

WASHINGTON, D. C., May 7.

"Mr. Hatch, of Missouri, from the Committee on Agriculture, to whom was referred the bill regulating the sale of certain agricultural products, defining options and futures and imposing taxes thereon, and upon dealers therein, made a report to-day in support of the measure. The objects sought by the proposed legislation are:

"1. To obtain revenue. At this time additional revenue is desirable and imperative. Unlike former bills reported by the House covering the subjects embraced in this measure, it will more surely and steadily provide a constant revenue to the Government, and that without an additional corps of revenue officers and at a minimum cost for its collection."

1. We deny this bill to be one of revenue. The restrictions and prohibitions imposed are such that trading would be seriously contracted as to furnish little revenue on the basis of the tax specified. On the face of what it is claimed the bill will accomplish, in Clause No. 3 of the report of Mr. Hatch accompanying the bill, where he would restrict sales of products upon "Exchanges," "where not to exceed one-tenth of the grain is marketed," the bill is clearly not one of revenue, as the following figures demonstrate. The largest crops this country ever produced of the different cereals traded in are given:

Crop of Wheat, 1891	bushels, 611,780,000
Crop of Corn, 1889	" 2,112,892,000
Crop of Oats, 1889	" 751,515,000
Or total production of	" 3,476,187,000

One-tenth of this total to which Mr. Hatch would restrict trading would amount to 347,618,700 bushels. The tax for buying at 1 cent per 1000 bushels and the tax for selling at 1 cent per 1000 bushels, which is the tax imposed in this bill, would make a

Total tax on the number of bushels as above mentioned of	\$6,952 38
With additional tax for revenue stamps of	2,780 96
Or a grand total of	\$9,733 34

which would not pay the expense of collecting. Clearly this is not a bill for revenue. Allowing, however, such to be the intent of the bill, it would simply add another burden to the already overtaxed producing classes which nothing but the urgency of "last resort" would

justify. This tax is a direct one upon them, as they really pay all charges between themselves and the consumer.

"2. To relieve the producer of the destructive competition to which he is now subjected by the offering upon Exchanges of illimitable quantities of flat or fictitious products by those who do not intend to, and can not, terminate the contract by actual delivery of the articles which they pretend to offer and sell."

2. Actual experience, daily demonstrated in the leading markets of the country, shows this point to be poorly taken. In the market of Chicago, the largest speculative grain centre in the world, "destructive competition" clearly shows in results. Wheat there, where "short selling" is indulged, is relatively higher than all other markets of this country (with exception of the milling centres of Minneapolis and Duluth) by from one to three cents per bushel and higher relatively than any foreign market by from three to six cents per bushel. There can be no "short sellers" where there are no "long buyers," and "fictitious products" are not traded in, but on the contrary under the rules and regulations and contracts in vogue on the Exchanges of the country, actual delivery of articles sold is required except wherein releases are given where settlements are made by purchase and sales direct to parties to the contracts.

"3. To restore to the law of supply and demand that free action which has been destroyed by the practices of 'short selling,' which has become the one mode of determining the price of such agricultural staples as can be graded, while the ordinary methods of commerce are found to suffice for those which can not. By 'short selling,' now so common upon the Exchanges, where not to exceed one-tenth of the grain grown is marketed, prices are determined for the entire product, and often months in advance of sowing the seed, thus despoiling the farmer and planter of that voice in fixing the price to be received for the product of his labor and capital which is accorded to other producers."

3. The law of supply and demand as applied to the grain trade, if divorced from speculative dealing, would clearly result in a lesser price of the article. In the city of Chicago there are stored over twenty million bushels of wheat, or nearly one-third the total "visible supply" of the United States, and it is selling at a price of from three to six cents per bushel, as before mentioned, above what it would sell for if shipped to any foreign market in the world. Speculative trading is the cause of this and "short selling," now so common upon the "Exchanges" is only one factor. This condition exists as a condition and not a theory, and the producers are the beneficiaries. Prices are not determined at any time "months in advance" of sowing the seed, but on existing conditions at the moment, which consists of supply and

demand, financial matters and the outlook for growing crops the world over. Grain has a value always as other articles or products, but for nine months of the year "graded" grain will sell for from one to two cents per bushel more, owing to its being "graded," than the same grain can be sold for by sample, because speculation gives that additional value to it through its uses in filling contracts made by the "short seller," who is the best buyer, whereas if sold by sample it would not have the protection of "graded" grain and would be sold at the buyer's price.

"4. That market quotations now made by the limitless offers of fiat products by the 'short seller,' regardless of the volume of actual product in existence, may again be determined by the offerings of real products by the owners thereof or by those who have acquired from such owner the right to the future possession of the articles offered or can terminate their contracts by actual delivery and thereby limit to the amount actually existing, the offerings of the staple products of the farm."

4. The "market quotations now made by the limitless offers of fiat products by the short seller" are governed entirely by supply and demand, except prices are forced to a higher level than demand warrants one hundred times where forced below once. If one sells what he does not own with the expectation of acquiring the property to make such sale good, he is forced to either acquire the property for delivery or satisfy the party to whom sale is made, the rules of the Exchanges being very rigid in this regard. Confining sales of futures to the "limit of the amount actually existing of the staple product of the farm" would deprive the producer of all the good results of legitimate speculation and place him entirely at the mercy of the millers and wealthy combinations at home and the foreign buyer.

"5. To prevent the overloading of domestic markets and the breaking down of prices of farm products by 'short' sales made by foreign merchants for the purpose of insuring them against the possible loss on purchases of Indian, Egyptian, South American, Australian and Russian products, whereby the American farmer and planter are made underwriters of commercial risks of the European, by whom no bonus or premium is paid for assuming insurance risks that destroy the value of our products."

5. In this clause the good results of speculation are unconsciously acknowledged. If our prices were not held at a parity above what the product could be bought for elsewhere, there would be no necessity of "preventing the overloading of domestic markets and the breaking down of prices of farm products by 'short' sales made by foreign merchants for the purpose of insuring them against the possible loss on

purchase of Indian, Egyptian, South American, Australian and Russian products."

The American "farmer and planter" are not made "underwriters of commercial risks of the European," as in the legitimate line of their business they are not the buyers of "futures" but always the sellers of farm products; and if the European buyer finds our market so much higher than others in which he can secure his supplies and uses the markets of this country in which to make "short sales," it is because the speculators of this country are, by their speculations, holding prices here at a higher range than otherwise would be if we were deprived of such speculation and forced to sell to the European buyer as the other countries mentioned, where they have no such organized and systematized methods of trading in grain futures as prevail here.

"6. That by restoring the functions of the law of supply and demand, now inoperative by reason of the limitless offers of the 'short seller,' a measure of relief will be given and prosperity partially restored to the great class constituting more than 40 per cent. of our population who inhabit the farms and whose declining prosperity Mr. Hatch's committee believe is due in no inconsiderable degree to the practice of 'short selling,' whereby the prices of the products of the farm have been determined and fixed during recent years at an unremunerative level."

"7. To restore to the producer an honest market and such prices as will follow the unfettered operation of the law of supply and demand, which the committee believe will be sufficiently remunerative to restore in part the power of the farmer and planter and thus bring prosperity to the artisan, manufacturer, distributor and transporter."

6 and 7. The exportable surplus of grain, over and above home requirements, largely establishes the value of our whole crop. The price such grain will bring in foreign markets is fixed not by what the United States can spare for sale to them, but is based on the crops of the different parts of the world which have a surplus to sell and the quantity. Russia, with improved railroad facilities which are being continuously extended into territories heretofore inaccessible; India, with her railroads building over heretofore unavailable lands and bringing them under wheat cultivation; and Argentine Republic, as largely increasing her exportable surplus of grain, are gradually underselling and supplanting us in the foreign markets. Overproduction the world over is causing depression in all products. This country even now is carrying into the new crop, which is almost upon us, over sixty million bushels of wheat in the public visible supply, with a smaller demand than in ordinary years, even with reduced prices. The countries above mentioned are underselling us even at the ruinous low prices now prevailing. Our minds are best satisfied by practical comparisons. We

will therefore make comparison here by way of illustrating the benefits of future trading as compared to sections where it does not obtain.

In the Chicago market future trading is carried on in a volume unequalled and unknown anywhere in the world. The price of wheat in that market is at a parity of three to six cents higher than could be realized to ship to any foreign market. With the extraordinary stocks held there, with no speculation in futures, with capital timid and reluctant to carry the grain without the protection that speculation affords, no one will dare say with the great depression existent for past year, that this state of affairs would obtain except for the beneficent results of speculative trading.

On the other hand, the Argentine Republic (which country is now entering largely in the wheat raising and exporting business) lacks facilities in way of speculative future trading and for lack of them their wheat seeks a market and is sold for what it will bring and at a price fixed by the foreign buyer, which price in Liverpool is relatively six cents lower to-day than wheat can be laid down there from Chicago, based on prices now prevailing in the latter market.

On May 10, 1894, Argentine wheat was worth in Liverpool, for June delivery.....	59.4 cents.
On May 10, 1894, Chicago wheat was worth in Chicago..	57 cents.
The charges Chicago to Liverpool, not including commission and shrinkage in weight.....	9% "
Making Chicago wheat cost delivered Liverpool.....	66% "

It is to the basis of Argentine Republic the advocates of the anti-option bill desire to condemn the producers of this country. To place our entire producing class in the power of rich combinations at home and abroad, who acting as a Trust or Monopoly, would dictate to and squeeze and virtually place them in serfdom.

This bill is in the interest of the wealthy classes, although claimed for the farmer. It is a backward step that should be revolting, abhorrent and not acceptable to the intelligent manhood and honor of the representatives in the Congress of this country.

JOHN T. DAVIS.

MAY 14th. Resolutions of respect to the memory of John T. Davis, prepared by a Committee consisting of Messrs Chas. Parsons, Thos. H. West and E. S. Rowse were adopted by the Board.

INTER-STATE COMMERCE COMMISSION.

MAY 14. The Board endorsed the action of the Toledo Produce Exchange in favor of an effort to influence the Interstate Commerce Com-

mission to inflict fines on corporations instead of individuals or agents who may be convicted of violating any provisions of the act to regulate commerce.

MARKET REPORTS.

MAY 14. The Board addressed a letter to the leading papers of the larger cities suggesting that they call for and use the United Press reports of the St. Louis markets.

INTERSTATE COMMERCE.

JUNE 4. This Board is thoroughly of the opinion that the maintenance and stability of rates sought by the interstate commerce act is desirable for the best interests of this city; therefore,

This Board indorses the Patterson bill and will send representatives to the conference to be held in Washington on the 13th inst.

Messrs D. C. Ball and C. N. Osgood were appointed as such representatives.

KANSAS, OKLAHOMA CENTRAL & SOUTHWESTERN R. R. CO.

JUNE 4. Whereas, This Exchange has always been and is now heartily in accord with any proper measures calculated to more closely unite St. Louis with the fertile territories and prosperous cities of Oklahoma; and

Whereas, The citizens of that vigorous and most promising common, wealth have been untiring in their efforts to promote the same end—recognizing our natural mutuality of interests; therefore

Resolved, That this Board learns with pleasure of the proposed construction of the Kansas, Oklahoma Central & Southwestern Railroad, realizing that the incorporators of that company are animated by the same purpose and recognize the importance and significance of the mutual desire indicated.

Resolved, That this Exchange takes a hearty interest in the project and hopes for its early consummation, believing that it will result in great benefit both to the interests of St. Louis and Oklahoma.

Resolved, That inquiry be instituted to ascertain if any modification of the plans of the company, of such a character as to more surely secure the result desired by both Oklahoma and St. Louis, is possible.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

JUNE 11. This Board recommends that the next meeting of the Trans-Mississippi Commercial Congress be held in St. Louis during the last half of November next and requests the president of the Exchange

to appoint a committee and to invite the other commercial organizations of the city to appoint similar committees to confer with Mr. Henry R. Whitmore, President of the Congress, as to the date.

GOVERNMENT CROP REPORTS.

JUNE 11. Resolved, That it is the sense of this Board that there should be issued not to exceed four crop reports a year, giving acreage and final crop, and that this action of the Board be communicated to other commercial bodies and their opinion in the matter requested.

GRADES OF GRAIN.

JUNE 11. The matter of grades of grain was referred to the Executive Committee on Grain Inspection, and the committee requested to take positive means to have our grades of grain placed on a higher plane than at present, and to have the rules and standards so amended that not to exceed ten per cent of blighted grain and no burned wheat be admitted in the grade of No. 2 wheat.

JOHN R. LIONBERGER.

JUNE 11. Resolutions of respect to the memory of the late Jno. R. Lionberger prepared by a committee consisting of Messrs. James M. Franciscus, James E. Yeatman and Wm. G. Clark, were adopted by the Board.

MISSOURI HISTORICAL SOCIETY.

JUNE 11. The Board presented to the Missouri Historical Society bound copies of the daily papers for twenty-nine years.

COTTON STATES AND INTERNATIONAL EXPOSITION, ATLANTA, GEORGIA.

JUNE 14. Resolved, By the Board of Directors of the Merchants' Exchange of St. Louis, that it regards with especial favor the attempt of the Cotton States and International Exposition, in 1895, at Atlanta, Ga., to grasp for the United States the vast trade of the South American Continent and its neighbors, as a national benefaction, and of vital interest to the immense Mississippi Valley, forming 45 per cent of our country's area.

Resolved, That St. Louis, as the most important city of the Mississippi Valley, and center of the great water commerce of this valley, must be a leading beneficiary of the business coming from those

countries through the Gulf, and that its advantages and the resources of Missouri should be shown on such occasion.

Resolved, That we respectfully urge our Senators and Representatives to vote for the bill favorably reported by the Appropriations Committee of the House in Congress, for a national exhibit, to give the Government stamp to the enterprise as an encouragement to those Southern countries to co-operate in this movement for the good of both, and that a copy of these resolutions be sent to each.

RAILROAD STRIKE.

JULY 2. While the Board of Directors of the Merchants' Exchange of St. Louis are heartily in sympathy with all lawful efforts of laboring men to improve their condition and greatly deplores existing differences between the Pullman Car Co. and its employes, they at the same time recognize that the observance of the authority of the law of the land is the paramount duty of all and that any interruption of free commercial intercourse is disastrous to all classes of people.

We have been told by you that you have no grievance against your employers except in their refusal to comply with your demand to discontinue the Pullman service. We also have been told by you that you will enforce your demands, if necessary, by calling out all labor organizations and paralyzing the business of the country. This sleeping car service is provided by the railroads for the accommodation of the public and has grown to be a necessity of travel. We do not know the terms of the contract between the different railroad companies and the Pullman Co., but what ever those contracts are the law protects them and makes their obligations binding upon the parties. When you demand the railroads then to discontinue the Pullman car service, you ask them to violate their contracts with resulting damages. Although we would be very gratified to see an amicable adjustment between the Pullman Car Co. and its employes, we cannot comply with your request that the company submit to arbitration in view of the fact that you now stand in the position of paralyzing the interests of this city and assert the power and intention of repeating this course whenever, in the judgment of the power represented by you, similar conditions exist. In other words, you insist upon the irresponsible power of the boycott to bring misery upon thousands of helpless families in this city and elsewhere who have no possible interest in the dispute. The stoppage of commercial intercourse means the checking of our reviving interests and the consequent loss of employment for labor from which conditions it may take years to recover. From this state of affairs, which you are asserting the right and power to create, the innocent laborers will be the greatest sufferers. We see no justification whatever for this boycott

of the interests of the country. It is illegal, tyrannical, and it involves a despotic power to which no free people can submit.

RAILROAD STRIKE.

JULY 2. The Board of Directors of the Merchants' Exchange of St. Louis calls upon the Congress of the United States to at once enact such laws as will prevent unlawful interference with the interstate commerce of the country.

EDGAR REYNOLDS.

JULY 9. Resolutions of respect to the memory of Edgar Reynolds, prepared by a Committee consisting of Isaac M. Mason, E. H. Barnes, E. S. Walton, Chas. S. Freeborn and Marcus Bernheimer, were adopted by the Board.

ANTI-OPTION BILL.

JULY 23. To the Committee of Agriculture of the Senate of the United States:

GENTLEMEN.—The Merchants' Exchange of St. Louis, through its Board of Directors, protests against the favorable consideration or passage of the bill known as the "Hatch Anti-Option Bill" now before your Committee, for the following reasons, viz.:

1. It is not a revenue measure.
2. It is inefficient, in that it does not reach or prohibit the gambling element of the trade, while virtually making legitimate speculation prohibitive.
3. That in prohibiting legitimate speculation, resulting depression to agriculture will follow and continue an already over-depressed condition.
4. It is a rich man's bill, against the producing interests, and savors of class legislation which is un-American and will result in monopoly.
5. That over-legislation has already caused a commercial crisis in this country, and we respectfully ask that our surviving interests be given an opportunity to recuperate, that prosperity to the producing, laboring, as well as the commercial classes may follow.

We would call your attention to the existing fact that wheat in this country, and especially in the markets of the West, is selling at a parity of 3 cents per bushel over and above the Liverpool values (where our surplus is largely marketed), taking into consideration the freight and other charges that follow transportation. This in the face of existing great depression refutes every claim of the advocates of the bill as to the ill effects of legitimate future speculation.

We strongly protest against any action tending to the passage of such an abominable bill and endorse every word of the speech of the Hon. S. W. Cobb herewith attached, delivered in the House of Representatives, June 21, 1894, which embodies matter previously submitted to our body, and respectfully ask that you give it thorough consideration in your deliberations.

IMPROVEMENT TENNESSEE RIVER.

AUG. 13. The Board approved of the action taken by the Nashville Chamber of Commerce calling upon Congress for an appropriation of \$250,000.00 to construct a lock and dam just below the mouth of Harpeth River, and the Board requested the Representatives from St. Louis Louis to aid in securing the appropriation desired.

TARIFF BILL.

AUG. 13. The Board of Directors of the Merchants' Exchange of St. Louis respectfully requests that final action on the tariff question be taken by Congress at once, that the country may be relieved of the present state of uncertainty.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

SEPT. 10. Whereas, The Transmississippi Commercial Congress will hold its next meeting in this city during the last week of November, on the invitation of the Merchants' Exchange, and

Whereas, We recognize the importance of such meeting to the business interests of the entire West; therefore

Resolved, That this Exchange will appoint the full quota of delegates to which it may be entitled to call, and earnestly requests the other business organizations and the Mayor to do the same, in order that our city may be fully represented.

Resolved, That the President of this Exchange and the Presidents of other business organizations are hereby requested to meet and appoint a local executive committee, who shall appoint such sub-committees as they may think advisable, to insure the proper entertainment of delegates, and take such other action as may seem calculated to contribute to the success of the Congress.

WM. H. BARNETT.

SEPT. 10. Resolutions of respect to the memory of Wm. H. Barnett, presented by a committee, consisting of Amadee B. Cole, Chas. P. Burr, Geo. M. Flanagan, John D. Winn and G. W. Garrels, were adopted by the Board.

BRIDGING THE MISSISSIPPI RIVER.

SEPT. 21. The President addressed the following letter to the Hon. Senators from Missouri and the Representatives from St. Louis:

The Merchants' Exchange has carefully examined H. R. 5645, introduced by Mr. Forman, authorizing the construction of a bridge across the Mississippi River at St. Louis, and desire to earnestly protest against the passage of said bill unless so amended that if a bridge is erected between the Eads Bridge and Merchants' Bridge it shall not be a pier bridge, but shall be a suspension bridge, as the location of piers between these two bridges would absolutely destroy the safe navigation of this portion of the river, which is to-day practically the most important portion of the river harbor of St. Louis.

The Merchants' Exchange respectfully requests you to oppose the passage of the bill unless amended as above suggested.

FEES FOR GRAIN INSPECTION AND WEIGHING.

OCT. 1. The Board of Directors of the Merchants' Exchange of St. Louis are of the opinion that the recent advance in the charges for grain inspection established by the Board of Railroad and Warehouse Commissioners is exorbitant, illegal and unjust, and unnecessary if the business of the inspection department is conducted on an economical basis; and protests against such advance, believing that the charge of 40 cents per car for inspection and weighing is sufficient for the necessary expense of grain inspection and weighing in St. Louis, that amount being more than is charged in other competing markets for like service; and further, that if said Board of Railroad and Warehouse Commissioners persist in imposing this unnecessary expense on the grain trade of St. Louis, this board will use all lawful means to contest same in the courts and before the Missouri Legislature.

STEAMSHIP "ST. LOUIS."

OCT. 3. President Boyd issued the following letter:

The steamship "St. Louis," named in honor of our city by the International Navigation Company, is to be launched at Philadelphia about the 20th of this month, and it is the duty, as it should be the pleasure, of our citizens to recognize the occasion. A meeting will be held in the Directors' room of the Merchants' Exchange on Friday, the 5th instant, at 3 p. m., to take such action in the premises as may seem wise. The Presidents of the various commercial, social, trade and other organizations of the city, the Mayor and other representatives of the municipality, and any citizen interested in the movement, are invited to be present and participate in the meeting.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

OCT. 8. The Board appointed the following delegates to represent the Merchants' Exchange at the meeting of the Trans-Mississippi Commercial Congress, to be held in this city November 26th:

Wm. G. Boyd, Chairman; W. T. Anderson, D. C. Ball, Alonzo C. Church, Seth W. Cobb, Nathan Cole, H. O. Craft, Given Campbell, D. K. Ferguson, D. R. Francis, Louis Fusz, H. C. Haarstick, Fred Hattersley, Henry Hitchcock, Geo. A. Madill, H. F. Langenberg, T. H. West, R. C. Kerens, F. G. Niedringhaus, John W. Noble, Chas. F. Orthwein, D. P. Rowland, Web M. Samuel, E. O. Stanard, D. P. Dyer, Charles Parsons, Nathan Frank, H. R. Whitmore, O. L. Whitelaw, Geo. D. Barnard, L. M. Rumsey, Isaac M. Mason, Chas. Claflin Allen, C. H. Smith.

TEXAS COTTON PALACE AT WACO.

OCT. 8. The Board of Directors of the Merchants' Exchange of St. Louis has received with pleasure the invitation of the officers of the Texas Cotton Palace at Waco, Tex., and believe that the business men of St. Louis should embrace this opportunity to visit and become better acquainted with the commercial men of our sister State.

The President is hereby requested to urge members of the various lines of business to visit Waco on November 20, which day has been designated as St. Louis day.

JUSTICES OF THE PEACE.

OCT. 8. To the Voters of St. Louis:

At the coming election Justices of the Peace and Constables will be elected under the new law, known as the "Devoey Law." Under its provision the jurisdiction of the Justices is made concurrent with that of the Circuit Court (except in specified cases), is co-extensive with the City and the limit of the amount involved in cases which may come before them is increased from \$300.00 (as heretofore) to \$500.00.

The great advantage of this new law is the substitution of fixed salaries in the place of fees, thus avoiding the possibility of extortionate fees and exorbitant and illegal costs, and removing all the various temptations which are the concomitants of the fee system.

To this end the business associations herein represented desire to call the attention of good citizens to the necessity of each one making it his business to see the precinct committeemen of the two dominant parties (as well as their neighborhood voters), that these confer together and determine upon candidates in each of these districts, who have the requisite knowledge of the law, the character and standing in the community to guarantee that these new courts will strengthen and elevate

our judicial system, instead of being spoils awarded to pernicious partisans known as "ward hustlers."

See that good worthy men and well qualified are candidates of one party or the other, and if your party fails to select such, vote and work for the best man of the opposite political party who is duly equipped mentally and morally to discharge the duties of the office.

Let each of us determine that our duty to exalt the law is superior to party allegiance.

We do not seek to assume the functions of nominating conventions in naming candidates, for the contests of political parties are healthful to the community in causing them to watch each other, and are conducive to having each select its best men. This is what we wish to do, to bring the weight of our united action to bear in having each party name good and well equipped men for Justices of the Peace. To pledge such our support and to oppose with the same force such as we deem unworthy, that ability and character may dominate in these courts, that plundering our citizens in the name of justice may cease, and that this first step towards a better judicial system may bring an era of better municipal government to which we pledge ourselves and influence with our associated bodies.

FEEES FOR GRAIN INSPECTION AND WEIGHING.

OCT. 10. The Board of Directors of the Merchants' Exchange of St. Louis desire to again call the attention of the Railroad and Warehouse Commissioners to their former assertion, that the present charges for the inspection and weighing of grain are excessive and unnecessary, and respectfully call upon the said Commissioners to at once reduce the fees to the former basis.

EDW. S. ROWSE.

OCT. 10. Resolutions of respect to the memory of E. S. Rowse prepared by a committee consisting of Messrs. Isaac M. Mason, Chas. F. Orthwein, S. W. Cobb, R. M. Hubbard, Geo. H. Morgan, were adopted by the Board.

RECIPROCITY.

OCT. 23. The Board of Directors of the Merchants' Exchange of St. Louis do most heartily concur in the request of the merchants, manufacturers and millers of St. Louis to the Honorable Secretary of State at Washington, D. C., urging the opening of negotiations with Spain, Brazil, and other Spanish-American countries, for such new commercial treaties as will permit the sale of flour, grain, and other American

products in those countries, a business which this country (to which it legitimately belongs) is deprived of on account of the excessive duties placed on our products by the Latin-American States.

BURLINGTON FAST MAIL.

DEC. 6. W. H. Bissell, Postmaster General, Washington, D. C.:

The Burlington Fast Mail has been a great benefit to the city of St. Louis and a great accomodation to the people of North Missouri and Southern Iowa, and Eastern Nebraska. We understand the Burlington have received no compensation from the Government for services rendered. While not familiar with your regulations, we respectfully suggest that as good service has been rendered and no accidents occurred, the railroad is entitled to compensation for past service. Our merchants have contributed generously to the expense of this service in the past, expecting the Government would do its part but does not feel called upon to continue it.

PATTERSON POOLING BILL.

DEC. 8. Whereas, The belief of the people of the country at large that the best interests of the commerce of the country require non-discrimination between shippers or places in the matter of freight charges and the maintenance by the railroads of their published tariff rates, and also demand proper governmental regulation and control, to the intent that publicity, stability and reasonableness of rates shall be secured and that these rates shall be equal to all, has already been expressed and recognized by the enactment of the interstate commerce act; and,

Whereas, This board is already on record as approving the underlying principles of that act and as being desirous of its more effective development and enforcement; and,

Whereas, The leading commercial organizations of the country have well nigh unanimously expressed their belief that the provisions of the so-called Patterson bill now before Congress, as reported May 31, 1894, (H. R. 7,273) and as approved by the convention of commercial organizations held in Washington June 13, 1894, will, if enacted into law, materially tend to a more efficient enforcement of the interstate commerce act and to the promotion of the objects sought to be accomplished by that act by securing a better maintenance of rates and more effective regulation by the constituted governmental authorities; and,

Whereas, This board is of the opinion that the best interests of the commerce of St. Louis will be largely benefitted by these results therefore,

Resolved, That this board reaffirms its indorsement of the Patterson

bill as hereinbefore described and as indorsed by the convention of commercial organizations held in Washington June 13th, 1894, and recommends its passage by Congress.

RAMIE PLANT.

DEC. 10. The easy cultivation and exuberant productiveness of Ramie in our Southern latitudes, the growth of two or three crops a season, the beauty, durability, and world-wide usefulness of Ramie fabrics, the inadequacy of existing supplies to meet the large demand for this fiber, the adaptation of our semi-tropic climate and soil to the production of this textile, and the lately improved methods of stripping the bark from the stalks and preparing the fiber for manufacture encourage the establishment of a new industry in our Gulf States, a domestic cultivation of Ramie would diversify Southern agriculture and enlarge the textile resources of the United States.

NATIONAL BOARD OF TRADE.

DEC. 10. The Board adopted the following lists of subjects for the consideration of the National Board of Trade at the annual meeting to be held on the 29th of January next.

RECIPROCITY.

Whereas: It appears that after the reciprocity treaties between the United States and Spanish America went into effect in 1890, a very large and remunerative trade was established between these countries, amounting, as it is represented, to 3,250,000 barrels of flour (equal to 15,000,000 bushels of wheat), and more than 2,000,000 bushels of corn: large quantities of other farm products, consisting of oats, baled hay, mill feed, etc.; also large quantities of hog products, together with agricultural implements and other articles of manufacture, amounting in value to about \$22,000,000 in exports annually, and

Whereas: Since the treaties were abrogated by the passage of the Senate Bill last August, our commercial relations have been almost entirely discontinued, whereby the steamship lines connecting with the Latin-American ports have been obliged to practically cease operations; therefore,

Resolved, That, under the circumstances indicated, the National Board of Trade urgently request the Government of the United States to take steps for the re-establishment of the old commercial treaties between the United States and the Spanish American States, or make new commercial treaties, to the end that such business may again be

made possible as existed under the reciprocity treaties, or to enact new laws if found necessary, so that business may be promoted between the United States and the countries in question.

NICARAGUA CANAL.

Resolved, That the early completion of the Nicaragua Canal is of the greatest importance to the commercial interests of the United States, and that Congress should grant such financial aid as will secure the control of the canal to the people of this country free from foreign interference, provided, however, that in granting such aid the Government of the United States shall acquire such title thereto as will secure the ultimate payment of the bonds guaranteed or money advanced, to the end that the public money or credit shall not inure to the benefit of individuals interested in the scheme.

BANKRUPT LAW.

Resolved, That the passage of an equitable bankrupt law during the present session of Congress is imperatively demanded in the interest of the entire country.

IMPROVEMENT OF WESTERN WATER WAYS.

Resolved, That the improvement of the Mississippi River and its navigable tributaries should continue to command the careful attention of the National Government, and that a portion of the appropriations therefor should be used in the building of dredgeboats and wing dams to open the channel over bars during the period of low water.

GRAIN INSPECTION AND WEIGHING.

DEC. 10. The Board appointed Messrs. B. L. Slack, H. F. Langenberg and C. H. Spencer, a committee to confer with the attorney of the Exchange and prepare an amendment to the State law governing the fees for the inspection and weighing of grain, for maximum fees to be charged by the Board of Railroad and Warehouse Commissioners, the committee to report such amendments to the law at the next meeting of the Board of Directors.

BOYS AND GIRLS NATIONAL HOME AND EMPLOYMENT ASSOCIATION.

DEC. 10. The Board appointed the following gentlemen. viz., Geo. H. Small, Isaac M. Mason, B. L. Slack, C. Marquard Foster, John W. Kauffman, W. K. Stanard and Geo. H. Morgan, as delegates from the exchange to the Boys' and Girls' National Home and Employment Association to be held at Memorial Hall commencing to-day at 2 o'clock.

BRIDGE ACROSS THE MISSISSIPPI RIVER AT ST. LOUIS.

DEC. 10. The Board indorsed the protest presented to the Senate of the United States on December 4 by the steamboat men, millers and grain exporters of St. Louis, protesting against the passage of House bill No. 5, 645, relative to construction of a bridge across the Mississippi River at St. Louis, unless the amendment prepared by Senator Cockrell be made a part of the bill, to-wit: "That no bridge constructed under this act shall be located within a distance of two miles above or two miles below the present bridge known as the Eads Bridge."

MEETINGS OF THE EXCHANGE DURING 1894.

DEATH OF PRESIDENT A. T. HARLOW.

JANUARY 31. At 11:45 P. M. First Vice-President Wm. G. Boyd announced the death of Alonzo T. Harlow, President of the Exchange. The Exchange immediately adjourned and voted to close the Exchange rooms on the day of the funeral.

FEB. 5. The Exchange adopted resolutions in honor of the late President and the Exchange Hall was ordered draped in mourning for thirty days.

GOOD FRIDAY.

MARCH 13. The Exchange voted to adjourn on Good Friday, the 23d inst.

PRESS CLUB AND STATE OFFICERS FROM COLUMBUS, OHIO.

MARCH 24. The members of the Press Club, of Columbus, Ohio, accompanied by a number of State Officers, visited the Exchange and were introduced from the rostrum by the President.

PORTRAIT OF SIDNEY R. FRANCIS.

APRIL 17. An oil painting was presented to the Exchange by Mr. Alex. H. Smith in behalf of the donors, and accepted by Mr. Geo. H. Small, First Vice-President, in behalf of the Exchange.

TRADE AND COMMERCE OF

MEMORIAL DAY.

MAY 28. The Exchange voted to adjourn on the 30th inst., Memorial Day.

PORTRAIT OF ALONZO T. HARLOW.

JUNE 5. Mr. Roger P. Annau presented to the Exchange in behalf of himself and associates an oil painting of the late President Alonzo T. Harlow, which was accepted by President Boyd on behalf of the Exchange.

ARGENTINE REPUBLIC.

JUNE 18. Senor Estanislao Zeballos, Envoy Extraordinary and Minister Plenipotentiary of the Argentine Republic, visited the Exchange and was introduced to the members by the President and welcomed by his Honor, Mayor C. P. Walbridge.

FOURTH OF JULY.

JUNE 30. The Exchange voted to close on July 3d and 4th.

TEXAS DELEGATION.

JULY 6. Gov. James S. Hogg and a party of capitalists from Texas visited the Exchange and upon introduction by the President several members of the party addressed the members.

LABOR DAY.

AUG. 29. The Exchange voted to adjourn on Labor Day, the first Monday in September.

GOV. MCKINLEY.

OCT. 1. Hon. Wm. McKinley, Governor of Ohio, was introduced by the President and addressed the members.

ST. LOUIS FAIR.

OCT. 2. The Exchange voted to adjourn on Thursday of Fair week the 4th inst.

FUNERAL DIRECTORS.

OCT. 3. The National Convention of Funeral Directors visited the Exchange.

HON. THOS. B. REED.

OCT. 29. Hon. Thos. B. Reed of Maine visited the Exchange and was introduced by the President, and responded briefly.

REPORT OF THE TREASURER FOR 1894.

CURRENT ACCOUNT.

RECEIPTS.

Cash on hand January 1st, 1894.....	\$ 2,851 92
Receipts from Transfer fees.....	980 00
" " Assessment dues.....	53,480 00
" " Rent of Call Board chairs.....	582 50
" " Rent of Drawers.....	779 75
" " Rent of Telegraph counters.....	690 00
" " Rent of Transportation desks.....	150 00
" " Sale of Samples and Sweepings.....	61 10
" " Interest on Current Account.....	472 94
" " Old Furniture sold.....	2 50
Total.....	\$59,950 71

EXPENDITURES.

Salaries.....	\$ 23,105 00
Real Estate Account.....	12,000 00
Telegraphic Account.....	10,028 78
Redemptions.....	5,000 00
Furniture, Carpets and Furnishings.....	1,362 70
Annual Report.....	1,009 75
F. N. Judson, Attorney.....	900 00
Printing and Stationery.....	820 43
Taxes.....	506 88
Telephones.....	475 00
Postage.....	423 68
Funeral, Prest. A. T. Harlow.....	371 35
Delegation to Trans-Mississippi Congress.....	326 00
Towels, and washing same.....	322 31
Lunches for Board of Directors.....	321 00
Assessment National Transportation Association.....	300 00
" " Board of Trade.....	285 00
Delegates National Board of Trade.....	270 60
Judges of Election.....	236 50
Books, papers and Price Currents.....	174 95
Ice.....	171 71
Board of Flour Inspectors.....	161 65
Insurance on Furniture and Fixtures.....	138 75
Repairs.....	134 80
Type Writer and Cabinet.....	122 50
Soap.....	115 10
Belcher Water.....	108 75
Delegates Anti-Option Congress.....	98 60
Care of Fountain.....	70 95
Delegates to Pooling Conference.....	63 00
Cost of Court.....	51 25
Entertainment Gov. Hogg and party.....	42 00
Tin Pans.....	36 00
Brooms.....	35 25
Entertainment Minister Argentine Republic.....	21 00
Express Charges.....	10 50
Gas.....	4 29
Sundries.....	206 08 58,824 59

Balance on hand December 31st, 1894..... \$1,126 12

GEO. H. MORGAN,
Secretary and Treasurer.

REAL ESTATE ACCOUNT.

RECEIPTS.

Cash on hand January 1st,.....	\$ 88,881 82
Bills Payable.....	55,000 00
Rents.....	47,848 67
From Current Account.....	12,000 00
Interest.....	449 64
	<u>\$203,180 13</u>

EXPENDITURES.

New Improvements.....	\$ 152,885 85
Insurance.....	9,966 70
Taxes.....	8,052 87
Interest on Loan of \$150,000.00.....	7,500 00
Employees.....	6,833 75
Repairs and Alterations, Dun & Co.'s Room.....	6,601 20
Ordinary Repairs.....	4,797 16
Coal, 39,409½ bu.....	2,648 43
Power for Running Elevators.....	1,098 60
Water License.....	1,045 00
Interest on Temporary Loans.....	733 32
Supplies for Engineer and Janitor.....	416 42
Spittoons, Rubber Mats and Gas Stove.....	327 67
Removing Ashes and Sweepings.....	296 75
Elevator Insurance.....	85 00
Gas.....	69 52
Electric Light.....	62 08
Inspecting Elevators and Boilers.....	37 00
Printing.....	25 00
Sprinkling Tax.....	24 95
	<u>\$202,959 12</u>
Balance on hand, Dec. 31st, 1894.....	\$ 221 01

St. Louis, Dec. 31st, 1894.

GEO. H. MORGAN, Sec'y & Treas'r.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1894, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows, viz.:

To the Credit of the Real Estate Account.....	\$ 221 01
To the Credit of Current Account.....	1,126 13

WM. K. STANARD, AMEDEE B. COLE, H. B. BILBRO.	} Committee.
---	--------------

St. Louis, January 4th, 1895.

SECRETARY'S REPORT.

MERCHANTS' EXCHANGE,
ST. LOUIS, MO., Jan. 31, 1894.

MR. WM. G. BOYD, President.

DEAR SIR:

In compliance with the rules and in accordance with custom, I have prepared a statement of the trade and commerce of St. Louis for the past year, and herewith submit same for the consideration of the members of the Exchange, and for the public generally, trusting that the same may be found useful in presenting the claims of our city as the commercial metropolis of the Mississippi Valley.

The record of the year just passed is not all we might have wished it to be, nevertheless, it is very gratifying in many respects, as it proves conclusively that during the season of commercial depression which has shadowed the entire country for the past eighteen months, St. Louis has suffered less than any large city and is, all things considered, in a very satisfactory condition financially and commercially. So much so is this the case, that it has attracted the attention of prominent men throughout the country who have through the press made mention of the favorable impressions received as to the commercial conditions of St. Louis.

The volume of business is somewhat less when compared with the whole of the year 1893, as the first half of that year was one of general prosperity. But it can be truthfully stated that in most lines the trade of the last six months of 1894 was largely in excess of the corresponding period of 1893.

The business of the year as shown by the amount of tonnage handled by rail and by river shows a decrease of 1,759,181 tons or a trifle over ten per cent. Of this amount, 539,979 tons was the decrease in the receipts of coal, caused largely by the coal strike in the early part of the year.

The total loss in receipts of all kinds of freight amounted to 911,024 tons. Deducting from this amount the decrease in receipts of coal, 539,979 tons and we have a loss of 371,045 tons of general freight for the whole year, a very small percentage.

In out-bound freight the decrease was 848,157 tons. Deducting from this the decrease in coal shipments, 179,033 tons, and we have a loss in shipments of general freight of 669,124 tons, or, of both receipts and

shipments of general freight, a loss of 1,040,169 tons, a very favorable showing for a year of general depression and of the great railroad strike.

The reports of the clearing house present an equally favorable showing, being only about one per cent. less than the preceding year; while during the latter months of the year there was a marked increase.

In the building line also there was a marked activity, especially in the latter part of the year and several large and imposing edifices were erected.

The business of the postoffice is another indication of business activity and the reports published elsewhere show a very considerable increase in all departments.

In many of the leading lines in manufactures, notably in tobacco, and boots and shoes, there has been a full business done, in some instances larger than ever before, showing that St. Louis in this line is more than holding her own.

The reports from the jobbing lines are encouraging and show a large trade, especially in the fall months, although on account of low prices the amount in values is less than some former years.

There is less cause for congratulation in the lines of business transacted on 'Change than most others. The year has been a phenomenal one in the grain trade, for with low prices of breadstuffs there has been little foreign demand, and business has lacked activity. The amount handled here, as well as in other centres, has been less than for some years, and the large stocks held in public elevators have not been drawn upon to any large extent.

The condition of our association has been so fully set forth in the report of the Board of Directors that I need not review it here. I may say, however, that our Exchange not only looks after the interests of its members who daily assemble on 'Change for the transaction of business, but is ever watchful of the interest of our city and state and is the source from which originates most of the movements looking to the advancement and protection of its commercial interests. Its committees are active and progressive and do not shirk any responsibilities.

A report like this cannot cover all the interests of a great city, but I trust the information and statistics given may be of value in setting forth the commercial greatness of St. Louis.

With many thanks to yourself, the Board of Directors and the membership generally for countless kindnesses shown me during the thirty years I have been permitted to serve the Exchange, I am

Yours very sincerely,

GEO. H. MORGAN,

Secretary.

**COMPARATIVE BUSINESS IN LEADING ARTICLES
AT ST. LOUIS FOR 1891, 1892, 1893 & 1894.**

ARTICLES.	1891.	1892.	1893.	1894.
Flour, amount manufactured bbls.	1,748,190	1,455,842	1,689,048	1,261,309
" " handled..... "	4,982,464	4,870,862	4,733,838	4,717,954
Wheat, total receipts.....bush.	25,523,183	27,483,856	14,442,999	10,003,242
Corn, " " " " " "	21,530,940	32,030,030	33,809,405	23,546,945
Oats, " " " " " "	12,432,215	10,604,810	10,056,225	10,196,605
Rye, " " " " " "	1,149,490	1,189,153	583,799	140,285
Barley, " " " " " "	2,108,546	2,691,249	1,986,746	2,083,438
All Grain received (including four reduced to wheat).... "	68,835,754	80,548,136	66,348,786	51,646,405
Cotton, receipts.....bales.	765,784	506,087	638,400	812,705
Bagging, manufactured.....yards.	15,000,000	13,000,000	12,000,000	13,000,000
Hay, receipts.....tons.	141,398	131,148	141,238	159,989
Tobacco, receipts.....hds.	41,042	41,936	39,587	43,264
Lead, receipts in pigs 80 lb. .pigs.	1,739,977	1,528,484	1,348,544	1,463,229
Hog Product, total shipm'ts..lbs.	358,595,516	369,411,500	286,323,741	345,481,499
Cattle, receipts.....head.	779,499	801,119	903,257	773,571
Sheep " " " " " "	402,989	378,922	897,725	359,895
Hogs " " " " " "	1,880,569	1,310,811	1,105,108	1,489,856
Horses and Mules, receipts... "	55,975	45,751	46,834	59,822
Lumber & Logs, " ...feet.	865,398,011	883,948,163	855,297,780	730,174,856
Shingles, " ...pcs.	78,980,750	171,942,500	148,589,900	106,782,000
Lath, " " " " " "	20,231,050	22,205,800	27,621,750	31,354,350
Wool, total receipts.....lbs.	21,975,954	25,850,690	15,024,438	24,861,455
Hides, " " " " " "	34,744,949	38,412,854	45,011,868	46,456,970
Sugar, received " " " " " "	253,960,132	250,950,264	273,331,736	198,869,450
Molasses (including Glucose) rec'd, galls.	2,657,990	3,029,050	4,274,080	5,763,901
Coffee, received.....bags.	253,154	285,096	248,347	246,612
Rice, receipts.....pkgs.	87,192	110,250	87,959	66,576
Coal, " " " " " "	72,078,225	82,302,228	87,769,375	74,644,376
Nails, " " " " " "	440,679	581,278	415,416	522,673
Potatoes, receipts.....bush.	1,832,137	1,686,641	1,644,314	1,392,522
Salt, " " " " " "	331,671	290,487	241,189	248,830
" " " " " sacks.	42,478	48,963	80,196	60,737
" " " " " bush. in bulk.	388,440	473,200	364,020	620,500
Butter.....lbs.	13,791,258	13,401,788	12,575,293	14,138,544
Tons of freight of all kinds received and shipped.....	16,420,027	18,383,174	16,519,881	15,239,765

THE STATE OF MISSOURI.

BY J. K. GWYNN,

Executive Commissioner for the State of Missouri at the World's Fair.

The State of Missouri lies in the very heart of the great Republic of the United States.

It comprises an area of 69,415 square miles, or 44,425,600 acres. It embraces within its ample area a diversity of resources and versatility or productive capacity hard to comprehend, yet difficult to exaggerate. Its Eastern boundary is the Mississippi River, and it lies between meridians 89 degrees and 2 minutes, and 95 degrees and 52 minutes of West longitude. It is bounded on the South by parallels of 36 degrees, and 36 degrees and 30 minutes, and on the North by 40 degrees and 30 minutes of North latitude. It lies directly on the line over which passes the great highway of empire. It will be discovered at a glance that the geographical position of the State is such as to give it immunity from climatic extremes. It will also be seen that the geographical position is such as to guarantee the most diversified flora, and to suggest the greatest possible diversity of economic endeavor—a consideration paramount to all others in the welfare of a civil community. The distribution of prairie and forest, hill and plain, valley and mountain, is such as to challenge the wonder and admiration of all.

The distribution of water highways throughout the State presents a plexus of commercial arteries of unrivaled availability and convenience, and the ramification of streams of great and small magnitude provides an unfailing abundance of water for power, and for all domestic uses. These water courses are flanked with rich alluvial bottom lands, whose aggregated area is about one-fourth that of the entire State, and whose fecundity under the stimulating presence of these streams defies the ravages of the severest draught, and is perhaps without a parallel in the world.

The manner in which nature has lavished her best gifts upon Missouri, long since attracted the notice of observant men. "The Valley of the Mississippi is, upon whole, the most magnificent dwelling

place prepare by God for man's adode," wrote DeToqueville, many years ago. In contemplation of its strategic position, and the marvelous natural resources of Missouri, Henry Ward Beecher exclaimed: "In this ocean of land and at nearly its center stands the imperial State of Missouri. All admit that in natural resources it leads all the rest, and is the crown and glory of the Union."

But, if the location of Missouri attracts the attention of even the most superficial observer who glances at the map, he is amazed when he comes to investigate with intelligence and judge with candor her future possibilities. Its admirable location in the heart of the nation gives it the position of a distributor to every section. Her economic possibilities are indeed difficult to exaggerate. It must of necessity eventually become the central, and the greatest manufacturing district of the United States. It will teem with the population to work its mines, forges, furnaces, quarries and mills, while immediately contiguous to all these hives of industry is found the soil which will produce the bread and meat, the fruit and vegetables necessary to subsist in comfort the vast army of operatives. A hasty survey of the State of Missouri will at once disclose to the world the vast wealth that is hidden beneath her soil, and the facility with which capital and enterprise may uncover and utilize it.

First of all, Missouri possesses a climate that is temperate and agreeable; and it is climate that distinctly controls the migration of the human race, which has steadily adhered to an isothermal line around the world. Nothing can unmake the eternal ordinances of nature, and reset the universe to suit local fancies and idle fashion. It is natural that the region of country called Missouri, should be the seat of a vast and varied industry, and the home of millions of people.

Next to climate, in attraction for the human race, is soil. That of Missouri is unequalled for variety, and unsurpassed for productiveness. It produces all the edible grains in great abundance. The yield of wheat is certain, and frequently as high as fifty bushels an acre. Corn is a sure crop, season after season, in every portion of the commonwealth, the yield being from forty to eighty bushels per acre. Rye and oats are profitable crops in all sections. Tobacco of the best quality is grown year after year, and has been a source of wealth to the Missouri planter for half a century. The yield of Irish and sweet potatoes is quite as large as in any section of the United States, and they are of excellent quality.

As a fruit growing region Missouri is unsurpassed on the continent. Her variety includes everything known to the temperate zone. She produces the best apples, the most delicious peaches, the sweetest cherries, the finest pears, plums, apricots, and the best flavored berries, while her vineyards are as fruitful as any found in the Old World.

These combine the substantial and the luxuries of life in which mankind delights, but they do not comprise all or even half the products of Missouri.

Vast forests of all kinds of commercial timber skirt her streams and spread out in almost unbroken areas of pine, cypress, oak, hickory, poplar and cottonwood in her Southeastern quarter.

Valuable quarries of sandstone, limestone, granite of many varieties, marble and onyx of the best quality for building purposes are found in many places in the State.

The mineral resources of the State have both attracted and astonished the world. Her coal and iron deposits are very rich, and practically inexhaustible.

Lead, zinc, copper and commercial clays of all kinds are found in the greatest abundance, and her mining industry, yet in the infancy of its development is a potent factor in her commercial economy.

The best practical demonstration of the truth of all of the above statements is furnished by the Awarding Committees of the World's Columbian Exposition. In addition to more than four hundred other awards, the medal for "The Best General and Most Varied Exhibit," made at the World's Fair, was awarded to the State of Missouri. No higher proof of the versatility of her resources could be asked or given.

Missouri has now three millions or more of inhabitants, and is capable of sustaining in comfort and without crowding, six or eight times that population.

In view of the inviting conditions prevailing in Missouri, as above related, the question may be very pertinently asked, why have not these wonderful resources been more fully developed at an earlier date, and why have not the attractive lands of Missouri been long since occupied by settlers, instead of remaining comparatively destitute of population, as is true of many localities. There are two principal reasons to account for this state of affairs. In the first place, Missouri was largely peopled at the outset from Virginia and Kentucky, and the apathy of people from those localities on the subject of immigration is so pronounced, as to need no comment here. In the second place, corporate interests secured control of vast areas of land in Kansas, Nebraska and other Western States, and by a system of advertising, the most gigantic, and the most skillfully executed of any in the history of the world, attracted to these more distant states, the investor and home seeker, who, all unconsciously were lured across and beyond the confines of the well watered and fertile lands of Missouri to those of less merit toward the setting sun.

As to the eligibility of the State of Missouri, as a place of residence, I feel that I cannot do better than to quote the cogent reasons given by

Ex-Gov. Farwell, of Wisconsin, for settling in Missouri, which are so admirably expressed in the following language:

"I came to Missouri to secure, as far as possible, the benefits of an equable climate, a field of diversified industries, and of certain mental, moral and material advancement, which, from the very nature of things, could know no pause. I sought a location where the cold or winter season was of three, and not of six months' duration, and where from the contour of the surface, needful altitude could be selected to overcome any imaginary danger to health from change of latitude—indeed, where North and South could meet on common equality.

"Where the earth teems with plenty, there is little cause for consuming anxiety. Neither wintry blizzard nor summer cyclone are here to molest or make us afraid.

The State of Missouri occupies an exceptional position in certain respects, even when compared with others in the same zone. Generally it may be considered in itself as a valley, the channel of its great river marking the centre line of its greatest depression. The soil of its bottom land is the product of all the Territories east of the Rocky mountains, and this is largely true of its upland. Northern snows seldom penetrate below the central line of division. It lies south of the snow line, and north of the dry, hot-air regions that reach to the Gulf of Mexico; a zone of precipitation generally quite stable when years are compared together. Crops are neither winter-killed, nor do they perish of drouth or of excess of moisture; all forms of agriculture thrive, and a growing diversity is annually visible. Fruit culture scarce has limit to its range of varieties. The grasses insure successful stock-raising to an unlimited extent. Winters are short, usually without great extremes of temperature. Summers being without excessive heats; in which respect the climate widely differs from regions further north. Nor is the climate of Missouri enervating, but agrees with newcomers, whether from the North or South.

"In minerals, Missouri is the equal of any state in the Union, and the most favored portions of Europe. The time is near at hand, when its manufactures, in extent and variety, will be equal to those of the Eastern States. Generally, every condition of diversified industries is completely developed. In a commercial sense it is the gateway of the plains and mountains, as it is the midway of the continent; a local point toward which all great public enterprises tend, and from which they radiate. That it is to become and continue the very seat and center of intellectual activity and refinement is manifest from surrounding conditions.

"For years I have seen scores of thousands of people induced to locate on the cold, naked and treeless plains of the North, where winter temperature often reaches 50° below zero, and which scarce enjoys four

months of yearly warmth, all because no organized effort is or has been made to direct them to a country in every sense more inviting. Think once of Manitoba and Dakota as a winter home compared with the mild climate of Missouri. It is as the iceberg to the summer sunshine.

"The people of Missouri have been wonderfully blessed. Never imperiled or distressed by famine; capital and labor always in demand; a country underlaid with coal, iron, lead and other minerals and metals, sufficient to supply the country's demand for all time to come.

"No better evidence can be given of the great advantage of settlement here than that the large portion of the present population had once resided west of the Missouri river, sold out and returned to a State which they had merely passed through. This is the substance of my experience; if, of the multitudes of personal acquaintances elsewhere, we shall induce some of them to follow, I think they will agree that Missouri embodies in itself more advantages of all kinds, in which ever light the subject is considered, than any Western State. I have repeatedly visited nearly all and balanced advantages and disadvantages against each other."

AGRICULTURE.

From what has already been said the inevitable conclusion will be drawn that Missouri is of necessity a great Agricultural state, and what more potent argument in her favor could be advanced? For does not agricultural success lie at the base of all success?

We have previously stated that Missouri captured the medal at the World's Fair over all competing States, for the "Best General and Most Varied" agricultural exhibit. The considerations that governed the awarding committee in according to Missouri this pronounced testimonial of agricultural superiority, are not difficult to discover. Her agricultural exhibit occupied the largest area in the agricultural building assigned to any State or Territory in the Union. In this exhibit, she displayed in great profusion, and of the finest quality, specimens of the four great American staples, viz.: Corn, Wheat, Cotton and Tobacco.

It is indeed a remarkable circumstance, that within the confines of a single State, conditions of soil and climate should be found, under the influence of which, each and all of these great staples are brought to their highest individual development, and yield the most remunerative crops. In the extreme Southern Counties of the State, cotton raising is prosecuted on a large scale, and the fibre of the cotton raised is fully equal to that raised on the bottom lands of the Mississippi Valley states.

In addition to the four great staples above mentioned, all the other grain, grass and vegetable crops known to temperate latitudes, are grown with success. Root crops of all kinds, such as Irish potatoes,

sweet potatoes, turnips, beets, etc., yield wonderful returns in the rich alluvial bottom lands of the State. Irish potatoes especially are a very profitable crop.

In the sandy bottom lands of Southeastern Missouri, the rearing of watermelons for market has become an important industry, and where intelligently and industriously prosecuted, yields the most gratifying returns.

But the versatility of production of Missouri soil can in no way be so strongly emphasized, as by a statement of her wealth of native flora. Missouri enjoys the proud distinction of having more than sixteen hundred species of native flora that have been brought to the knowledge of the botanist. Her herbarium at the World's Fair was fully as great as the aggregate of all the rest of the herbaria exhibited there.

But in addition to the great natural advantages of Missouri as an agricultural state, is her proximity to markets, and her transportation facilities. Within her own borders, is situated the great City of St. Louis, the metropolis of the Mississippi Valley, whose annual consumption of agricultural commodities is something enormous, and constantly increasing.

On the opposite edge of the state are Kansas City and St. Joseph, both popular trade centres—to say nothing of the numerous other smaller cities throughout the State, all of which, combined, make a home market of great and ever increasing magnitude.

Taken all in all, there is perhaps no other country in the world where the Agriculturist can prosecute his avocation under fewer adverse circumstances, and where the rewards are richer or more certain. Nowhere else will the same exertion secure for himself and family more of the comforts, not to say luxuries of life—and certainly nowhere else do conditions of soil and climate more thoroughly conspire to give to man the maximum of health, enjoyment and prosperity, with the minimum of labor, suffering and privation.

LIVE STOCK.

From what has been said about the agricultural supremacy of the State, it naturally follows that it is an ideal Live Stock country. The rich native grasses are admirably adapted for grazing purposes, and the ease with which all kinds of cereal and forage crops may be produced, together with a mild climate and an abundance of pure fresh water, leaves little to be desired as to natural conditions for successful stock raising.

Some of the most celebrated herds of Cattle, Sheep and Swine in the world may be found in Missouri. This statement is fully corroborated by the reports of the committees of award of the live stock department

of the World's Fair. In this department it is shown that Missouri took more prizes on Cattle, Sheep and Swine, than any other state in the Union. In the Berkshire Swine and Merino Sheep classes, Missouri captured the great majority of all the prizes offered.

Great success has been achieved, and many fortunes made in breeding and handling the beef breeds of cattle in Missouri. This is especially true of Shorthorn, Hereford, Aberdeen-Angus and Polled-Angus breeds. An Aberdeen-Angus cow from Missouri took the grand sweep-stake prize at the World's Fair in a contest of all Beef Breeds.

Considerable attention has also been paid to rearing the Milk breeds of cattle in the State, especially the Jerseys, which has been attended with marked success. In this connection, it may be observed, that the situation in Missouri, at this time, is especially inviting for the intelligent prosecution of the Dairy industry. Wild and domestic grasses of all kinds flourish to perfection. The markets are abundant, and the supply of first class Dairy products is rarely equal to and never exceeds the demand. Taken all in all there are few avenues to lucrative occupation so reliably promising, as that of high class dairying in Missouri.

The Horse, too, finds a congenial home in Missouri. Many of the "cracker jacks" of the trotting and racing turf are owned in this state. But the distinctive feature of the horse breeding industry in Missouri, is her proud position as a breeder of Saddle Horses. For many years this was an industry peculiar to Kentucky alone, and for which she achieved a world-wide reputation. But of late years Missouri has, to say the least, divided honors equally with Kentucky in this fascinating field of endeavor. At the World's Fair, Missouri captured the medal in the sweepstakes Stallion ring, and at the great St. Louis Fair of 1894, Missouri carried off the prize for the "Champion Saddle Horse" in the most fiercely contested ring ever seen in the West. The breeding of these several classes of Horses is an important and lucrative industry in the State.

In the Swine industry Missouri occupies a high rank. In the breeding of Berkshire Swine she heads the list, and has within her borders the most celebrated herd of Berkshire Swine in America. Many other breeds, such as Poland China, Chester White, Duroc Jersey, etc., are successfully reared.

The decadence of the Sheep industry within the last few years has reduced this feature of stock raising to the minimum of importance.

It would be unjust to the prestige of the State, however, were we to omit the statement that the finest flock of Merino Sheep in the United States is owned at Stanberry, Missouri. This flock took nearly all the premiums offered in the Merino class at the Columbian Exposition.

HORTICULTURE.

From what has been said of the abundant and wonderfully diversified flora of Missouri, the intelligent reader will at once conclude that it must be a great fruit State. This conclusion is eminently correct. Fruits of all kinds, adapted to temperate latitudes, flourish in Missouri. The Missouri apple, size, flavor and color considered, can hardly be said to have an equal in the world. The available annual crop of this fruit is purchased with an avidity that is remarkable. Long before the autumn crop is ripe, purchasers from all the great trade centres of the country visit the orchards in person, to bid on the maturing crop. The successful bidder does his own picking, packing, and shipping. What easier or more delightful occupation is open to enterprising man? But while fruit growing—and especially that of the apple—is attended with success, in all parts of the State, a combination of climatic conditions, soil, and the trend of a mountain range have conspired to render a portion of the State an ideal location for fruit growing. The slopes of the Ozark mountains in Southern Missouri is the ideal location alluded to. Here the peach, in its highest and best development, is a reliable crop. Here the apple attains a coloring and flavor without an equal, and yields an annual crop surprising in its magnitude. Here "grapes as luscious as were ever kissed by the ripening suns in the vales of Burgundy, or on the slopes of Rhineland" are produced. Here every kind of small fruit develops a fecundity, as well as a richness of flavor, that is truly remarkable. But, notwithstanding this natural adaptation, commercial orcharding in Missouri is still in its infancy. But while this is true, yet the annual proceeds from the sale of surplus fruits by our orchardists and farmers, ranges from ten to fifteen millions of dollars. In view of this fact, it will readily be seen, that the possibilities of the fruit industry, as source of revenue are difficult to exaggerate.

The finest peach orchard in the United States, and presumably the finest in the world, is located in Howell County, Missouri. By a strange conservatism of nature the land in the Ozark regions, so wonderfully adapted to fruit culture, is fit for little else, and this industry, being still in its infancy, and also of a nature that requires time, patience and some money to render it highly remunerative, conspire to make this land rule at a very low price at the present time. Land that under judicious management when planted to fruit, will yield a princely income, may now be purchased very cheaply. Its price is governed by its proximity to transportation facilities and markets, and ranges from \$2.00 to \$10.00 per acre. Two railroads penetrate this fruit region, viz: the St. Louis & San Francisco and the Kansas City, Memphis & Gulf lines. The latter road runs directly through the best portion of these fruit lands, and many fine orchards, in a more or less advanced

state of development may be found at different points along this road. In the whole range of investment properties, there is perhaps nothing so absolutely reliable as a prudent investment, and one that is so certain to bring handsome returns, as money invested in these fruit lands. Already the attention of capital has been directed to them, and a number of large purchases made. That they will enhance rapidly in value within the next few years, is a foregone conclusion when the well-authenticated statement is made, that a certain orchard in this region cleared its gross investment out of the proceeds of a single crop.

MINES AND MINERALS.

The lavish hand of nature was not stayed when she endowed the surface of the State of Missouri with an unwonted wealth of material blessings. But down deep in the bowels of the earth, she stored in unstinted quantities, all the useful minerals and metals required by man in the economy of his highest civilization. Coal and iron, the twin hand-maidens of advanced civilization, are stored in unfailing abundance, and in multitudinous forms and varieties beneath the surface. More than one-third of the entire area of the State is underlain by coal, which is distributed over fifty-seven counties, in whole or in part, while coal "pockets" occur in many other counties. These coal fields are being worked in a great many localities, and the annual output is in excess of 3,000,000 tons, yielding an annual revenue of about \$4,000,000, while the total output since the beginning of coal mining in the state, has been in excess of 45,000,000 tons, yielding a total revenue of over \$70,000,000.

Iron mining occurred in the State as early as 1815. For many years it was an important industry, and in 1880 Missouri ranked sixth in the Union as an iron producer, but for reasons that space forbids the detailing here, the industry has gradually declined since that date. Iron Mountain, Pilot Knob and Cherry Valley are all names inseparably associated with successful iron mining. From Iron Mountain alone there has been dug about 4,000,000 gross tons, and the total output of iron ore produced in the State to this date, is about 8,000,000 tons, yielding a return of more than \$30,000,000.

But of all the minerals Zinc is Missouri's distinctive product, and she ranks first among the States in the output of this commodity. About one-half the total output of zinc in the United States is mined in Missouri. This mineral is produced principally in the Southwestern portion of the State, but it occurs in many counties in the Central and Southern portions. The mineral as it occurs and is mined, is a sulphide of zinc, commonly called "black jack" in the vernacular of the mining camp, or "rosin jack" as its color may suggest.

The annual output is about 140,000 tons, and the price ranges from twenty to twenty-four dollars per ton. Thus it will be seen, that this industry is an important source of wealth to the State, and yet it is still in its infancy. Until quite recently the machinery used in the mining and reduction of this metal was of the crudest character. With the substitution of the latest improved machinery for the mining and reduction of the crude ore, better results are obtained, and the field over which mining operations are conducted, is gradually being enlarged. It is conceded by all acquainted with the facts, that the future of the zinc mining industry in Missouri is very promising.

Lead mining, it would seem, antedates all other established industries in the State of Missouri, for we find mention of lead mining operations as early as the year 1700, and the lead mines of Southeastern Missouri soon afterwards became famous, and have remained so ever since. In fact the lead mines of this locality were a potent factor in attracting immigration, and in developing trade relations with other early settlements. The largest lead concentrating plant in the Union, and the third largest in the world, is located at Bonne Terre, St. Francis County, Missouri.

There are two district lead mining regions in Missouri; one in the Southwestern, and the other in the Southeastern part of the State. The ore in these two localities occurs in entirely different forms. In the Southwest it occurs co-ordinately with zinc, as galenite, and is often found in large masses of great purity, sometimes yielding more than 85 per cent. metallic lead. In the Southeast it occurs as a "disseminated ore," and requires the aid of powerful and complicated machinery in its reduction. The annual output of pig lead in the State is from thirty to thirty-five thousand tons, yielding an annual revenue of from two to two and a half millions of dollars.

I cannot better epitomize the four important mineral industries, above referred to, than to append a table of the results of operations in these industries prepared by Prof. Arthur Winslow, State Geologist, and giving the achievements of each for the year 1892, and also of the entire period from their inception to that date.

The table is as follows:

	—Production in 1892.—		Total Produced to Date.	
	Tons.	Value.	Tons.	Value.
Zinc Ore.....	181,487	\$2,862,475	1,117,500	\$ 24,585,000
Pig Lead.....	32,260	2,194,029	639,839	56,000,000
Iron Ore.....	126,500	234,607	7,715,124	30,050,612
Coal.....	3,017,285	3,825,828	44,836,230	67,500,000
Total.....	3,307,553	\$9,116,939	54,408,693	\$178,135,612

Besides these four important minerals, the State is bountifully supplied with granites of several varieties, and building stone of all kinds

including marble and onyx. Commercial clays of ten or twelve varieties, and of the best quality are also plentiful. From these, building brick, vitrified brick, paving blocks and terra cotta ware are made; all of which, have a large sale in the adjoining States. Glass sand and barytes also exist in commercial quantities, and copper, cobalt and even silver are found in limited quantities.

EDUCATION.

No State in the Union surpasses Missouri in her zeal in the cause of popular education. Nor is her liberality, in contributing to the support of education in all of its best and most enlightened forms, surpassed by any.

It was the proud boast of our Governor in his recent message to the legislature, that "the available permanent school funds of Missouri are the largest of any State in the Union. No State has done or is doing more for public education through the agency of the common schools than ours, and I feel safe in saying, that no fact in our history does more to honor the people or to exalt the State than this, and nothing should furnish greater cause for pleasure and pride to every patriotic Missourian."

Our permanent school funds aggregate \$10,864,869. In addition to the interests accruing from this large fund, one-third of the State revenue is devoted to the support of our system of popular education. Local taxes are also levied by district directors, in many instances, to supplement the fund derived from the State revenue.

The public school system of the State consists first, of the State Institutions, and second of the public schools proper. The State Institutions are, the State University, three State Normal Schools for whites, and one State Normal School (Lincoln Institute) for the training of colored teachers.

There are 10,000 school houses in the State. In each of these, at least one session of school is taught annually, and in many of them regular ten months schools are maintained. The standard of excellence as to teaching talent is constantly being elevated, and there is a well defined, but generous rivalry pervading the ranks of the teachers of the State for superiority in the line of thorough and up-to-date work. But in addition to this splendid system of public schools, there are, within the borders of the State, a vast number of academies and colleges, both male and female, where a thorough education in any department of knowledge may be acquired. In short, it may be said, that in no State in the Union can better educational facilities be found, or where more advanced ideas on the subject obtain than here.

OTHER ADVANTAGES.

The writer unfortunately finds himself confronted with a surfeit of subject matter, and a paucity of available space. The limitations prescribed for this article have already been transcended. Indeed had the entire space been devoted to the discussion of any one of the cardinal resources of the State, it would have been insufficient for an exhaustive presentation of that one topic. Therefore we cannot speak, even briefly, of Missouri's vast forest area with its seventy odd species of timber, and the immense industries peculiar to these forestry resources. Industries, in which millions of dollars of capital are invested, and whose finished product in the shape of high-class cooperage, and other commodities, finds a market in nearly every portion of the civilized world. France, Spain, Asia Minor and Southern Africa are all customers of the superior cooperage establishments of our State. This cooperage goes abroad to be used principally for wine and palm and cocoa oils.

We must forego the happiness of recounting to the delectation of sportsmen, the hunters' paradise, within our borders, where bear, deer, wild cat, panther, turkey, quail and many other varieties of game abound.

We must repress the clamorous inclinations to dilate upon the thirty-eight varieties of fish that live and move and have their being in the limpid streams that thread their silvery courses hither and thither throughout our State. Suffice it to say, that among others, the bass, the perch, the pike, the pickerel, and the trout are all "at home" to the rodsman that visits the unrivalled streams of our great commonwealth.

POLITICS AND RELIGION.

In Missouri the largest degree of political and religious freedom obtain. Bigotry and intolerance have no place in the make-up of so broad and generous a people. Every man may entertain and enjoy his own political views, and worship God according to the dictates of his own conscience without let or hindrance. And the wayfarer of whatever creed or nationality is sure to find within her borders some kindred spirit in the realm of religious thought from whose heart he will receive the soothing and comforting ministrations of fraternal love, and at whose hospitable hearthstone, he will be made to feel the indescribable solace of the home circle.

ST. LOUIS IN 1894.

GENERAL REVIEW.

The year 1894 differed from a financial and commercial standpoint very materially from both of the two years which preceded it. Eighteen ninety-two was a year of almost unlimited prosperity and activity, with increasing demands for merchandise and manufactured goods of every description. St. Louis shared in the general prosperity which resulted and the progress made during the twelve months was phenomenal in character. Eighteen ninety-three opened up full of promise but the national financial difficulties hampered enterprise of every description and St. Louis was considered fortunate in being able to hold its own against adverse circumstances.

The year just ended has been far less sensational in its commercial and financial happenings. In St. Louis at any rate there has been a steady recovery from the depression which succeeded the national difficulties in 1893. Our bank clearings, which are often quoted as an index of the volume of trade transacted show a decrease of about one per cent. over the preceding year. When it is remembered that the activity of 1892 extended almost into the summer of 1893 it will be seen that this return is eminently satisfactory. During the last few months the gain in clearings every thirty days has been marked, and the year 1895 starts out with every prospect of increased prosperity.

We are still able to point with pride to the fact that there has been no bank failure in St. Louis since the year 1886. The official returns show our banking institutions to be in a very flourishing condition. The capital stock of St. Louis banks aggregates \$15,950,000. The surplus and net profits exceed \$8,600,000, and the deposits on time and demand are about \$50,000,000. The increase in deposits since October 1893 is about \$9,000,900, a most gratifying showing. Since the settlement of the financial difficulties in the fall of 1893 the cash on hand has shown a good increase, the loans are much larger and the resources of the banks have increased \$15,889,948. At the present time there is a large amount of capital seeking investment in the city with every prospect of a general expansion of our manufacturing and mercantile operations.

It is difficult to overestimate the benefit that St. Louis has obtained from the enhanced reputation it has earned during the troublous times of the last eighteen months. It is generally conceded throughout the country that no large city suffered so slightly or recovered so rapidly as did St. Louis. During the summer, fall and winter this fact has been commented upon very generally throughout the East. Mr. Chauncey Depew was the first prominent visitor to notice the exceptionally satisfactory condition of St. Louis commerce and finance. The remarks that he made on his return home set people thinking, and St. Louis has been talked about in a most satisfactory manner during the year. The number of inquiries received by the Merchants' Exchange as to the facilities offered in St. Louis for manufacturing and other enterprises is proof positive of the confidence which the city's conservatism in financial matters and general progress has established.

A New York financial journal not generally given to exaggeration or to the "booming" of cities in the central or Western states, said in a recent issue, "St. Louis will this year do the largest business in the history of the city. The activity of business men, the busy look of the streets, the large accounts in the banks, all indicate great prosperity there. The people live economically, and the merchants are pressing sales of goods at such low prices into the surrounding states to such an extent that country merchants do not come further East to buy. It is cheerful, to say the least, to look away from some Eastern centers to this bright spot in the West."

This unsolicited tribute of praise to St. Louis is very significant. That the expressions are not exaggerated or bordering upon flattery will be understood by those who have given the situation careful study.

Various events have transpired during the year to bring St. Louis into prominence. The opening of the new Union Station, a description of which will be found in another section of this report, brought to this city some of the leading railroad men of the country, all of whom were interested in the evidences of prosperity and development which they saw in every direction. The value of the new station to St. Louis is so obvious that it would be idle to enlarge at any length on the theme. The railroad service to and from the city is being improved from time to time. The running of a new train between St. Louis and New York cannot fail to lead to further improvements and schedules in this direction. The new fast mail on the Iron Mountain Road brings the city several hours nearer a number of points supplied almost exclusively from here. The fast mail on the Keokuk road has also been very beneficial, and it is hoped not only that this service will be made perpetual, but also that additional facilities of the same character will be provided on other lines in other directions.

The christening of the ship *St. Louis* at Cramp's Yard, Philadelphia, is another event to which the future historian of the city will have to give much prominence. This magnificent vessel is really the first high class Transatlantic steamer ever constructed in this country. It occupied fifteen months to prepare the vessel for launching. American workmen were employed exclusively, and the ship has been built out of American material with American capital. That this splendid vessel, capable of carrying more than 1,300 hundred passengers, should have been given our city's name is a lasting tribute to that city's greatness and significant evidence of the appreciation felt for it. The reception given in Philadelphia to the *St. Louis* delegations, headed by the Mayor and the President of the Merchants' Exchange, on the occasion of the launching, was of the most hospitable and generous character, and the event has done much to cement a feeling of sincere friendship between Philadelphia and *St. Louis*.

The Trans-Mississippi Congress, held here during the month of November, brought to the city delegates from almost all the Western and Southwestern states. With one accord these visitors expressed gratification at the city's growth, and it is believed that the Congress has already resulted in the opening of a large number of new accounts in distant states and cities by our manufacturers and jobbers.

Efforts are being taken to secure the holding of one or more of the great political conventions in 1896 in this city. Other conventions are also expected here and are being invited. During the year the Autumnal Festivities Association has been succeeded by the Business Men's League which is designed to continue the commercial work undertaken by the Festivities Association during its three years of existence. A few weeks ago a large number of our merchants and manufacturers visited Texas in a body, and on their return organized themselves into an association or club having for its special object the encouragement of excursions into adjoining and distant states and interchange of courtesies between *St. Louis* houses and those with whom they do business.

The number of associations in the city more or less interested in promoting its trade and commerce and making its greatness known is now very large. In addition to the Merchants' Exchange, the leading commercial organization, there is the Cotton Exchange, Builders' Exchange, Lumbermen's Exchange, Mercantile Club, Commercial Club, Real Estate Exchange, Business Men's League, Associated Wholesale Grocers, Paint, Oil and Drug Club, Furniture Board of Trade, Implement and Vehicle Association, Boot and Shoe Manufacturers and Jobbers Association, Saddlery Association, Merchants Association, *St. Louis* Traffic Commission, *St. Louis* Spanish Club, and the Interstate Commercial Club. Their value, on occasions when the co-operation of all classes

of citizens required has been proved on several occasions and cannot be questioned.

One of the difficulties in connection with the entertainment of large delegations and of national conventions of exceptional size has been removed during the last two or three years, and especially during the last twelve months, by the substantial additions to our hotel accommodation. The Planter's Hotel, erected on the site of the historic Planter's House, just west of the Chamber of Commerce building, was completed and opened to the public last fall. It was built in response to the offer by the Festivities Association of a hundred thousand dollar bonus for the erection of an approved hotel to cost upwards of a million dollars. The money expended was largely in excess of that figure. The site of the hotel, which was originally leased and subsequently purchased, is valued at half a million dollars. The cost of construction was one million, three hundred thousand dollars, and the cost of furnishing was about two hundred thousand, making a total investment of something in excess of two millions. The enterprise was entirely a local one, and it is a source of special pride to the gentlemen connected with it that St. Louis capital was used exclusively for the work, and that local contractors were almost exclusively responsible for every detail of work.

The St. Nicholas Hotel, opposite the Post Office, on Locust street, was opened at about the same time, and affords another very valuable addition to our facilities for entertaining large bodies of men and mammoth conventions. In the West End the hotel accommodations have also been largely augmented, and should one or both of the large political conventions be held here in 1896, little trouble would be encountered in taking care of the large number of visitors which would be attracted in consequence.

Probably one of the most significant features of the year so far as St. Louis is concerned is the manner in which building enterprise has continued in the face of adverse circumstances which have checked work of this character elsewhere. During the last ninety days of the year the increase in the number of building permits issued, and of the value of the buildings proposed, was very large as compared to 1893, and even showed a gain in some respects upon 1892. Mayor Walbridge, in the course of a speech delivered on December 27th, called attention to a circumstance which he had officially verified. This was, to use his own words, that "during the financial year of the financial panic, from April, 1893 to 1894—this includes the active period of the panic—there were one hundred more houses built in St. Louis than the year previous. In that year there were houses built in St. Louis which, if placed side by side without any space between them, would make a solid trunk of houses fourteen miles long, to build up both sides of a street seven miles long; if placed about the same distance from each

other as the average modern residence in this city, they would make a street of houses ten and one-half miles long. In other words, there were constructed houses enough to solidly fill the territory extending from the Court House to Jefferson Avenue west, and to Franklin Avenue, north."

The building activity in St. Louis has been so continuous that those living in the city have been apt to overlook to some extent the gains made in this direction. During the last seven years more than thirty million dollars have been invested in large buildings east of Twelfth Street. A brief review of the movement which has so completely reorganized our office buildings is in order here.

For several years St. Louis was prejudiced against lofty office buildings, and until 1885 little or nothing was done to secure them. The Laclede and Commercial were two of the first fire-proof buildings of this character, and they have been followed by several others of a costly character. The Commercial Building cost about \$600,000. The Union Trust, a much larger and higher structure, cost \$650,000, and the Security Building, which is less lofty, but much more massive, cost more than three-quarters of a million dollars. The other exceptionally costly large office buildings include the Rialto, Wainwright, Odd Fellows, Turner, Fagin, Globe-Democrat, Bank of Commerce, Houser, De Menil, Roe, Columbia and Telephone Buildings. In addition to these, and not strictly office buildings, there must be mentioned the Public Library and Mercantile Library, the Mercantile Club, the Planters' and St Nicholas Hotels, already mentioned, the Boatmen's Bank, the Cupples' Block, the Collier Building, the Martin Building, the Lionberger Building, the Liggett & Myers Building, as well as others almost as large and practically as important. Extensive improvements in the Chamber of Commerce Building, costing over \$160,000, were completed in September. The change which this building activity has produced in the appearance of the city is very obvious to visitors, and is a subject of general comment and congratulation. It is evident that this work of building is to be continued almost without interference or respite.

The tobacco trade of St. Louis, which has for years been phenomenally large, is to have another tribute paid to its magnitude in the shape of the largest tobacco factory in the world. This is to be located in the southwestern section of the city between the two large parks, but a considerable distance from each. St. Louis, as is well known, manufactures more tobacco than any other city in the world. Tobacco is one of the few industries concerning which actual reliable data can be obtained, as the internal revenue receipts in this industry indicate exactly what has been done.

For the entire year the internal revenue from tobacco at this point reached \$3,425,826, a gain of almost \$400,000 over 1893. This is proof of the increase in this one manufacture of nearly 14 per cent., a most satisfactory showing for a year, which no one expected to develop anything in the way of inflation or great increase in returns.

To compare results on another basis, St. Louis manufactures more tobacco than any other two cities in the Union. The three cities which rank next to ours in this regard are Newark, Louisville and Cincinnati. The aggregate product from these three cities is but slightly in excess of the St. Louis returns alone. The value of the product here exceeds twenty million annually, or considerably more than one-fifth the entire product of the country.

Under these circumstances it is not remarkable that the proposition should be made to add to our factories in this line a million-dollar structure. The new factory will be exceptionally well equipped so far as switching accommodation is concerned. It will also introduce the novelty of a licorice factory, where will be produced the flavoring ingredient used in chewing tobacco, which has never yet been manufactured in this country. Another very large tobacco factory has secured a permit for a six-story addition to its premises, which will cost more than a hundred thousand dollars. When this addition is complete, the value of the manufacturing plant owned by this one house will approximate three-quarters of a million dollars.

Other new factories are expected here during the coming year. The proposal to erect one of the largest cotton factories in the world at this point has received the most enthusiastic indorsement of the press, and appears to be having favorable consideration among local investors. A Cincinnati clothing house employing some four or five hundred hands will permanently locate here. Foreign capital for manufacturing purposes is seeking investment here very freely. The possibilities in this line are not easy to estimate. The demand for large down-town buildings has been very great even during the winter months, and increased values, not speculative, but legitimate in character, are the result.

In its jobbing trade St. Louis has made great advance during the year. A prominent dry goods man states that the jobbing business was phenomenal during the greater part of it. During August and September, as well as a portion of July, the general desire on the part of retailers to replenish depleted stocks caused an activity in the Washington Avenue section which was a general surprise to all. St. Louis competed successfully with the large Eastern centers for trade, and went boldly outside its regular territory. It is very significant that, having captured the cream of the West, Southwest and South, the St. Louis traveling men are pushing North and into the East with much confidence.

Inquiries along Washington Avenue indicate that new accounts have been opened in large numbers in extreme points in Iowa, Nebraska and Colorado. In addition to these, business is reported from more distant states and territories, such as Washington, Utah, Wyoming and California. The stocks carried are much larger and more divergent than in previous years, and the admirable railroad facilities enable competition to be met very easily in these important lines. The general report is that in wholesale dry goods business has been maintained in every department, with very substantial gains in quite a number. Collections in this line are reported much better than could reasonably be expected, and the number of bad debts made has been exceedingly small.

As will be seen from the detailed report on another page, there was another remarkable increase in the boot and shoe business. The value of shoes manufactured in the city exceeded \$8,600,000, while the value of the shoes sent here from other centers for distribution to the trade was nearly \$19,000,000. An increase is apparent in both these returns, the accuracy of which can be relied upon, and the jobbing trade is more than twice as large as when the census was taken in 1890.

What is perhaps most remarkable in this connection is that the returns show how steadily St. Louis has encroached upon the trading territory of other large distributing points. But a very few years ago other cities distributed as many boots and shoes as St. Louis. Now notwithstanding the immense increase in local manufacture—far greater than in any other shoe manufacturing center—St. Louis now receives more shoes from the New England district for distribution than any other city.

The year opens up full of promise in this line of business. One new large factory is nearly finished and will be opened in a few weeks. Real estate men report inquiries from more than one New England factory which desires to locate in St. Louis and take advantage of the extraordinary facilities for distribution possessed by this city.

In other lines of manufacture in which St. Louis is prominent the returns generally are very satisfactory and indicate a healthy condition, with a gradual return to the great prosperity of 1892. The water rates collections increased during the year about twenty thousand dollars. This increase is a source of general astonishment, as it was considered that the falling off in the total was inevitable in view of the stagnation in the early part of the year. For the first six months of the year there was a falling off in the receipts, mainly from factories, of fifteen thousand dollars, but during the last four or five months the revival in this department has been extraordinary. Not only were the receipts large enough to turn the falling off for the first half of the year into an increase for the entire year, but they also showed a gain of about ten

thousand dollars over the totals of 1892. The increase of population during the last two years has been very large, and hence the receipts from private houses have largely increased. But even allowing for this fact the factory returns show a gain over 1892, and thus indicate that full time has become quite general in manufacturing quarters.

In woodenware St. Louis has continued to hold its own against all comers. In hardware the jobbing business is infinitely larger than the manufacturing. Thanks to the enterprise of local houses and the faithfulness of their traveling representatives, there has been a large increase in shipments to distant points. Increased railroad facilities have enabled St. Louis to invade remote corners of the country. Estimates from the largest houses, as to the business done, vary from fourteen to fifteen millions. The general opinion is that the cash value of business transacted during the year is practically the same as during 1893. It must not, however, be forgotten that prices have been gradually falling, and that values to-day are from ten to fifteen per cent lower than they were a year ago. Hence St. Louis has really distributed more hardware than last year, although the cash returns have not shown an increase.

The planing mills report a decreased volume of business for the year, largely the result of the clearing off of accumulated stock and general nervousness in the signing of new contracts of large amounts. The brick and sewer factories report a fairly satisfactory year; the excellent and apparently inexhaustible supplies of suitable clays in and near St. Louis make this industry one of paramount importance. Although the total sales in these lines are less than in some preceding years the industry continues one of the most important in the city.

On another page will be found a statement of the wholesale grocery business. Probably the most significant feature of this trade has been the expansion of the territory supplied. Recognition of St. Louis as a great railroad and distributing center during the year has been very marked. Railroad managers and agents who have been in the habit of discussing the requirements of St. Louis traffic in other cities, have held their meetings here, and the practice seems to be coming much more general. This has brought to the city prominent officials of leading lines, including many of the great railroad magnates of the country. The benefit of this increased familiarity with our city by those who regulate the transportation facilities to and from it, has already proved very beneficial and is certain to bring increased advantages from time to time.

A few days before the close of the year the machinery which had been operating the cable road on Franklin Avenue and Morgan Street to King's Highway was shut down and the line operated for the first time entirely by electricity. This is an additional triumph for rapid transit

in St. Louis, as the new service, besides being vastly superior to the old, extends through to the city limits and does away with the horse car extension west of King's Highway. This leaves in St. Louis about thirty-three miles of cable road, single-track measurement. This includes the Broadway line, about seven and one-third miles from end to end; the People's Railroad Company, running to Tower Grove Park, with a little more than five miles of double track, and the Olive Street cable to Forest Park, with about four and one-half miles of double track.

In matters of rapid transit the city is now acknowledged to be one of the first in the country. The number of miles of single track used for rapid transit purposes within the city limits is about 308. In calculating this mileage it is usual to measure each single track. In most instances there is a double track on the same street, so that the number of miles of streets upon which street car tracks are laid is about 155. Horses and mules for street car transit purposes are rapidly passing out of existence in St. Louis. At the commencement of the year there were four horse car lines or extensions operated by horses or mules. One of these, known as the Baden Line, has been for several months operated by electricity, and the experiment of the electrical welding of the rails was tried for the first time on this road.

Another of the horse car extensions was on Easton Avenue west of King's Highway which as already explained is now part of the electric road system which has taken the place of the old Franklin Avenue cable. Work has been commenced on the reconstruction of the Jefferson Avenue cross town line and when this road is operated by electricity there will only remain one short horse car road or extension in St. Louis, running for a distance of but a mile and a half.

The single track mileage operated by electricity in the city is now 267 miles. This is one of the greatest mileages reported by any city in the country and at a recent gathering of national street railroad men a high tribute of praise was paid to St. Louis for its originality and enterprise in rapid transit matters. A few weeks ago the first electric ambulance car running in the country was placed on the electric road connecting the city dispensary with the city hospital. St. Louis was also the first city to run an electric mail car on the streets, a fact which has been given great prominence in government return and reports. The running of express cars by electricity on the streets is another innovation for which this city is entitled to credit, it having solved the difficulty apparently to general satisfaction.

The magnitude of the street railroad interests in the city is apparent. The travel on the roads has increased more rapidly than the amount of capital invested. The annual total has not yet reached an average of 100,000,000 passengers carried, though it approximates that figure and

is steadily increasing. The city has derived great benefit in a variety of ways from the improvement in its local transportation facilities and business has been stimulated by the passing of the horse car in favor, first of the cable car and then later of electricity.

St. Louis has also maintained its reputation during the past year as a street car manufacturing center. The exceptional advantages of the city in this regard, including the abundant supply of the best kinds of hardwood, made St. Louis a prominent street car building center in the early days of very short horse cars. The improvement in the grade of cars used and in the mode of transportation has been more than reflected upon manufacturing and to-day St. Louis makes more street cars than any other city in the country. Large shipments are made to cities at a great distance and a majority of the exceptionally comfortable and easy riding cars on our own lines are made within the city limits.

The increased street railroad connections with the parks has led to a more general appreciation on the part of the general public and the attendance has been far larger than in any preceding year. Concerts have been given in most of the parks and various recreations have been provided for. Forest park with 1371 acres of ground has now been owned by the city a little more than twenty years. The improvements in the eastern section have been numerous and include a great increase in the boating facilities and in the zoological attractions. No accurate estimate can be obtained as to the actual number of visitors to this park but on Sundays in particular the crowds both of carriages and of foot passengers have become very large.

The large sum of money which the city is compelled to spend every year on Tower Grove park keeps that smaller but delightful pleasure ground in magnificent condition. The trees and flowers in this park and the perfect condition of the driveways are matters of general and favorable comment by visitors. The park contains 266 acres but owing to its great length and comparatively slight width, its drives are all that could be desired. Shaw's Gardens, adjoining, are kept in the same high state of preservation which marked them during the lifetime of their generous founder. Botanists and florists from all parts of the country have visited the gardens during the last twelve months and much enthusiasm prevailed among them.

O'Fallon Park and Carondelet Park, two other of our large recreation grounds, are situated in the northern and extreme southern sections of the city. In neither of them is the costly policy of Tower Grove Park adopted, but both are pleasing and of great value. Among our smaller parks Lafayette is probably the most attractive and the most celebrated outside the city. This park consists of about thirty acres of ground and is used for pedestrians only. The improvements are of most exquisite

character, and it is stated that there are few parks in the world which can compare with this from the standpoint of beauty.

In connection with these parks, which are a great source of health as well as pleasure, it is gratifying to note that St. Louis has more than maintained its reputation as a healthy city. The mortality for the year 1894 was only about fifteen per thousand. In other large cities, when estimating the death rate, it is usual to accept as accurate the highest local census, whether taken by directory or school officials. On this basis of calculation the death rate in St. Louis in 1894 would appear to have been but little in excess of fourteen per thousand. In preceding years St. Louis has held the position of the healthiest large city in the world, with an average death rate of eighteen, so that it will be seen by the figures quoted that the position of our city in this respect is quite unique.

The year 1894 will also be conspicuous in St. Louis history from the fact that it witnessed the successful establishment of a free library in the city. The library known for years as the Public School Library, and more recently as the Public Library, is now absolutely free. The benefit and privilege is appreciated very highly by the general public, and the attendance since the library has been made free has been very large.

The public schools of the city continue to increase in number, and contracts have just been let for a forty thousand dollar school in the neighborhood of Garrison and St. Louis avenues. At the close of the fall quarter of 1894 the number of scholars enrolled in the district schools was 56,926, an increase of 2,117 over the corresponding return of the preceding year. The colored school enrollment was 5,046, and the Normal and High School enrollment 1,672, showing a gross total of 63,644, or an increase for the year of 2,392. The average number of pupils belonging to these schools showed a still larger increase, having grown during the year from 54,213 to 57,409. The average attendance was also much larger, the increase being from 50,546 to 54,057. The number of pupils excluded for want of room decreased from 385 in 1893 to 146 in 1894. As an evidence of the good discipline maintained in the schools, it may be stated that the number of suspensions of pupils during the entire quarter was only 178.

For the fiscal year ending June 30, 1895, \$1,265,113 was appropriated for school purposes, of which about \$1,000,000 was for salaries. The other largest expenditures are for coal, repairs and text books, \$10,000 being now spent annually on free books. The condition of the schools generally seems to be very satisfactory, and many improvements of importance have been effected during the year.

THE SHOE TRADE.

Manufactured in 1894, \$8,622,500; Jobbed in 1894, \$19,594,825.

Total, \$28,257,325.

From the SHOE AND LEATHER GAZETTE.

During the year 1894 a demand for cheap shoes was experienced such as was never before felt in the history of the trade. The panic of 1893 had closed factories and driven wages everywhere to the lowest point. Money was scarce; men were out of work or earning hardly enough to live on. The result has been a widespread call for low-price footwear.

This has had a great influence on the trade of St. Louis, working directly against its shoe manufacturing industry, the product of which is a higher-priced commodity generally than has been demanded. In the jobbing trade it has also had its effect in diminishing greatly the average price per pair received, as well as shrinking the profits, which are smaller on cheap than on higher-priced shoes. It has therefore been necessary to transact a much heavier business in cases to bring the same results in cash as in '92 and '93.

This has been done, and it is gratifying to be able to state that the year shows an actual cash gain over 1893. During the year there were received in St. Louis no less than 783,793 cases of shoes from outside points. These cases varied in size from twelve pairs up to sixty pairs, and it is not too much to say that their average value per case was \$25. This shows

\$19,594,625 WORTH OF SHOES

Received in St. Louis in 1894. In 1893 the value of the receipts was \$18,780,450, showing a gain for 1894 of \$864,875. These figures of receipts are compiled from the daily returns of the railroad and other transportation companies to the Merchants' Exchange. They show the following comparative receipts for five years, in number of cases:

Year.	Receipts.
1890.....	837,505
1891.....	878,250
1892.....	828,011
1893.....	749,218
1894.....	783,793

Shipments, compiled from the same source, show 1894 to have exceeded every former year, notwithstanding receipts were not as large as in 1892. Comparative shipments for five years are:

Year.	Shipments.
1890.....	302,133
1891.....	404,198
1892.....	687,819
1893.....	646,178
1894.....	703,566

The product of the factories for the year, as nearly as can be estimated, amounted to 5,250,000 pairs, all kinds. The average price of this output was much lower in '94 than in previous years, and whereas \$1.87 or \$1.90 would have been the correct average in '92 and '93, oxfords, children's shoes and the cheaper lines of "leaders" have sold to such an extent that it is doubtful if \$1.65 is too low for an average. Based on this price, the five-and-a-quarter-million pairs of shoes represent a cash value of

\$8,662,500 IN MANUFACTURED GOODS.

This is only a gain of \$112,500 over the value of product of the factories in 1893, and is below that of 1892—which was, however, a remarkable year—notwithstanding the fact that more shoes were actually made than in either of those years. Low price is the only cause of the shrinkage.

WHERE ST. LOUIS STANDS.

Unfortunately the Boards of Trade of the various cities of the country, outside of Boston and St. Louis, do not keep a record of the receipts and shipments of shoes, probably because the volume of the trade is not large enough to warrant it, and as a result there is but one manner of determining the relative traffic in shoes of the various distributing centers. Depending upon the compiled reports of the shipments from Boston—the shipping point for the myriads of New England factories—the relative standing of St. Louis with the other cities of the country is truly remarkable, and shows most plainly why it is that the East is looking toward the Missouri metropolis with startled gaze. The following table shows in cases the shipments from Boston to the various cities mentioned during 1894 to December 22nd:

St. Louis	609,469
Chicago.....	461,690
New York.....	268,577
Baltimore.....	177,267
Philadelphia	156,567
Cincinnati.....	114,418
Nashville.....	97,882

These figures place St. Louis next to Boston as the distributing center of boots and shoes in the United States, without a rival in hailing distance.

GROCERIES.

From the annual review of the INTERSTATE GROCER.

During the year which ended with December 31, 1894, the St. Louis grocery market showed a marked increase in volume of sales over 1893, notwithstanding the fact that many lines have been very low in price and even though sales should be larger, the aggregate in money would be less than former years. As an illustration of the ruling low values may be mentioned sugar, which in 1894 reached the lowest mark ever known in the history of the trade; canned goods, which have been at a very low notch, particularly California fruits, which were from 25 to 35 per cent lower than during 1893 and such lines as flour, beans, etc., have been at bottom figures during the year. Notwithstanding this great reduction in some of the heaviest lines handled, however, the grocery market of St. Louis has shown a marked increase during 1894. A careful canvas among the wholesale grocers of St. Louis was made by the INTERSTATE GROCER and the rate of increase or decrease in their business was confidentially given, which, when combined and averaged showed the actual increase in the volume of business done by all to have been on the ratio of 107 to 100 per cent, the 100 representing sales for 1893 and 107 for 1894, making a net average increase of 7 per cent. A few houses showed a slight falling off in business, but the majority reported very satisfactory increases. It may also be noted as a very flattering fact that during the year 1894 there was not a single failure among the wholesale grocers of St. Louis.

The grocery trade of St. Louis may therefore congratulate itself on a record which can hardly be equalled by any other city in the union.

SUGAR.

The passage of the bill which took effect August 28, placing the duty on foreign sugars of 40 per cent ad valorem was expected to increase the cost of sugar, but owing to very heavy supplies in growing countries this was not the case, and since the passage of the bill, sugar has been lower even than before. From the opening of the year until the passage of bill refined sugar followed very closely the course of the raw sugar market. Buyers loaded themselves up with an invisible supply in order to avail themselves of the expected duty, and the result was some demoralization when sugar went lower after the passage of the bill. It has undoubtedly been the policy of refiners since September 1, to prevent foreign sugars from gaining a foothold in this country by lowering the price of sugar even at a loss to themselves. The average

price of raw centrifugals from January 1 to August 31, was .0308 cents per pound and of granulated for the same time .0408 cents per pound leaving a difference of 1 cent per pound for refining. From September 1 to December 31, the average of raws was .0354 cents per pound and of granulated .0418 cents per pound, a difference from refining of only .0064 cents per pound. The average difference in 1893 between raws and refined .0116 per pound. For the last four months of the year much depression was caused by the knowledge of the extremely heavy beet sugar crop in Europe and the consequent demoralization over there had its effect in this country. Indications would seem to point to a continued low price for sugar during 1895. The entire sugar crop of the year to come is estimated to be 8,580,000 tons of 2,240 pounds each as against 7,479,257 tons for 1893-94 and 6,558,329 for 1892-93. The increase of 1894-95 over 1893-94 being therefore 1,100,743 tons.

The following table shows the range of prices for granulated for the year by months and the comparative prices in 1893. Also the yearly average price for the past seven years.

	1894		1893.
	Highest, Cents.	Lowest, Cents.	Highest, Cents.
January.....	4 87½	4 00	5 11
February.....	4 44	4 25	5 05
March.....	4 44	4 25	5 26
April.....	4 25	4 25	5 63
May.....	4 18	4 12	5 76
June.....	4 57	4 06	5 52
July.....	4 50	4 25	5 88
August.....	5 00	4 62	5 68
September.....	5 00	4 69	5 71
October.....	4 69	4 57	5 71
November.....	4 57	4 25	5 88
December.....	4 25	4 00	4 88
Yearly average—			Cents.
1894.....			4 88
1893.....			5 13
1892.....			4 61
1891.....			4 80
1890.....			6 81
1889.....			7 88
1888.....			7 13

COFFEES.

	Bags.
Receipts.....	245,612
Shipments.....	309,407

The disparity between receipts and shipments arises through receipts being of green coffees weighing 132 pounds to the bag and shipments of roasted weighing 50 and 100 pounds.

During the past year the trade of St. Louis as a distributing point for coffees has grown in a marked degree for both green and roasted. During this time the demand has greatly increased for roasted, which has increased in popularity with the trade, not only in the North but

throughout the South and Southwest. The sections which formerly took green now call for roasted almost exclusively and although package goods are in demand, yet a majority of orders are for roasted in bulk. This change from green to roasted is due to the inferiority of Brazilian coffees, as the better grocery grades of this variety are almost unobtainable from the fact that Brazilian growers obtain such excellent profits from their low grades that they have no incentive to improvement by separating and cleaning. The market during the year has been without fluctuation, showing throughout a general steady decline, the total decline on the first of January being about 3 cents per pound less than the same time last year.

The future is very unpromising, however, for lower prices, as the estimate of the growing crop in Brazil is that it will be one-third less than last year or in other words 5,500,000 bags as against 7,000,000 bags for 1894.

SYRUPS AND MOLASSES.

Receipts, barrels.....	32,929
Receipts, kegs.....	506
Shipments, barrels.....	118,824
Shipments, kegs.....	28,657

The syrup refiners of St. Louis complain that their business during 1894 was of a very unprofitable character. This was partly owing to generally depressed conditions and to the fact that the crop of sorghum cane and the consequent production of sorghum molasses was the heaviest ever known in the history of the country. These goods were consumed by the makers and their neighbors and cut very materially into the sales of refined syrups and New Orleans molasses. So heavy was this crop of sorghum in fact, that it is stated that it can be bought in some southern states for 14 cents per gallon. The large discrepancies noted above between receipts and shipments is accounted for by the fact that the glucose factories in the neighborhood of St. Louis ship their goods from this city largely, thus swelling the shipments over the receipts.

RICE.

	1894.	1893.
Receipts, barrels.....	65,576	87,959
Shipments, barrels.....	70,254	66,385

Business for the year 1894 in St. Louis was fully up to the average and materially in excess of the year previous. As will be seen by the above figures the shipments were greater than the receipts, but this is accounted for by the surplus stocks held over from 1893, which more than made up the difference.

The public seems to have looked upon rice as a good "hard times" article of food, and its consumption has increased accordingly. With

the exception of the extremely low prices of 1893 rice has been surprisingly low considering the shortness of the crop brought about by the coast storms in the early part of the season. As the new year progresses the market gets more strength, with the demand good, particularly for the better grades of head. Many sections in the rice growing regions report the new crop short. The demand is fully up to the supply, warranting better prices for the '94-95 crop.

TEAS.

Sales for 1894 have undoubtedly been heavier than usual. Prices have ruled firm, with the exception of certain grades of China greens, such as Moyunes, Tien Kais, Fy Chows and Ping Sueys, which have remained high. This advance was due more to the careful inspection at receiving ports than to any other cause, as many poor and adulterated teas were thrown out by the inspectors and kept out of the markets. There has been much excitement among tea receivers over the particular care of late exercised by the customs officials, and Chicago and New York have endeavored to establish the fact that St. Louis was receiving large quantities of adulterated teas. A careful inspection of the stocks of the St. Louis tea houses by a Customs official failed to show a single package of adulterated tea here. This adulteration of teas is through the introduction of exhaust leaf or leaves of other similar appearing plants, of certain kinds of earth rolled and colored to imitate tea, and of iron and steel filings, and it is reported that great quantities of these adulterated goods have been sent out from other markets, but St. Louis tea jobbers and importers are proud to say that none have gone out of this market.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1894.....	1,979	453,459	.....	377,840	1,492	419,131	233,964
1895.....	2,508	491,965	.....	414,889	2,312	415,468	264,905
1896.....	1,913	419,016	545	435,121	1,311	324,138	309,966
1897.....	3,065	533,106	.....	370,971	1,651	368,359	261,446
1898.....	2,474	338,280	357	144,407	722	213,292	114,946
1899.....	2,708	316,649	548	382,034	1,153	258,750	249,964
1900.....	30,650	297,022	.....	93,396	3,101	332,729	43,133
1901.....	0,590	316,231	1,589	11,942	615	258,286	1,899
1902.....	32,887	242,075	792	105,580	771	330,349	2,463
1903.....	12,172	297,397	100	1,614	1,621	217,678	2,524
1904.....	22,394	216,821	20	190,990	1,258	278,475	4,454
1905.....	43,354	191,754	.....	26,560	1,590	281,061	9,663
1906.....	42,887	179,900	102	84,672	1,921	319,034	19,581
1907.....	58,535	128,393	320	15,108	2,833	294,796	12,171
1908.....	68,182	126,061	235	779	4,150	331,014	19,436
1909.....	65,335	89,998	1,224	595	6,615	254,544	33,008
1910.....	65,004	75,028	7,735	20,792	4,059	250,240	48,013
1911.....	51,049	66,103	30,494	6,400	5,816	238,090	46,901
1912.....	49,415	54,311	60,965	12,908	7,691	236,376	43,755
1913.....	38,389	51,680	40,690	8,031	7,424	252,770	41,458

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR TWENTY YEARS.

YEARS.	MOLASSES.					COFFEE.		RICE.	
	RECEIPTS.			SHIPMENTS.		REC'TS	SHIP'TS	REC'TS.	SHIP'TS
	Bbls.	Kegs.	Hhds	Bbls.	Kegs.	Bags.	Pkgs.	Sks & bls	Pkgs.
1891.....	22,929	506	.....	118,824	28,557	246,612	309,407	68,578	70,254
1892.....	26,322	348	.....	70,465	41,871	244,347	299,920	87,959	.....
1893.....	23,344	475	.....	55,899	36,193	281,096	367,109	119,350	71,894
1894.....	23,150	292	.....	74,210	28,327	251,154	282,997	87,192	69,510
1895.....	24,922	1,133	.....	47,369	10,361	221,785	202,810	115,970	58,316
1896.....	18,979	1,187	.....	39,548	30,796	211,789	196,638	63,653	67,716
1897.....	22,880	1,269	.....	71,306	46,354	182,940	223,543	74,181	63,116
1898.....	30,885	19,580	.....	36,611	24,343	181,312	212,819	79,604	50,633
1899.....	27,720	3,381	.....	24,141	18,810	240,685	295,136	72,079	41,671
1900.....	25,465	3,772	.....	35,773	24,664	273,119	199,196	63,697	34,700
1901.....	34,371	7,996	.....	43,119	37,138	270,229	180,491	49,384	45,083
1902.....	33,955	22,223	23	50,430	48,403	206,572	219,355	56,832	47,539
1903.....	57,808	68,323	.....	74,060	117,573	255,580	254,842	49,305	43,797
1904.....	52,750	33,419	7	67,635	125,747	245,336	233,616	48,681	50,281
1905.....	26,943	14,555	77	40,707	37,299	301,649	277,184	39,399	34,606
1906.....	21,234	3,563	.....	36,035	36,342	261,533	247,033	34,213	23,154
1907.....	16,496	593	12	33,990	39,240	201,080	186,950	25,600	20,467
1908.....	12,285	1,894	25	26,524	37,755	107,069	180,036	22,383	26,563
1909.....	13,270	2,870	39	26,202	37,682	191,543	179,125	20,379	24,665
1910.....	19,679	13,568	2,495	40,393	65,297	165,814	202,192	17,091	24,465

RECEIPTS YEAR.	Year.	Pkgs.
" 1894.....	1894.....	72,567
" 1895.....	1895.....	103,529
" 1896.....	1896.....	67,922
" 1897.....	1897.....	46,540
" 1898.....	1898.....	36,899
" 1899.....	1899.....	48,534
" 1900.....	1900.....	43,920
" 1901.....	1901.....	52,966
" 1902.....	1902.....	43,518

RECEIPTS, GLUCOSE	Year.	Bbls.
" 1894.....	1894.....	75,968
" 1895.....	1895.....	50,090
" 1896.....	1896.....	37,143
" 1897.....	1897.....	34,060
" 1898.....	1898.....	44,745

FURNITURE.

By GEORGE T. PARKER,
Secretary St. Louis Furniture Board of Trade.

The year 1894 has not been one of marked prosperity among the furniture and kindred industries any more than it has in other lines of trade, and it would seem from the most authentic reports that St. Louis furniture interests had suffered less than those of other cities.

The spring trade was characterized by spasmodic periods of brisk and light demands for goods, and about the time buyers were making purchases for their fall business the July strikes upon the railroads so paralyzed trade that it seriously interfered with business. The fall trade has been good, as a rule, the active demand having commenced about the middle of August with a rush, but this was subject to a perceptible falling off before the end of the year.

The excellent crops of the Southwest encouraged liberal purchases early in the season, and had it not been that prices for the products ruled so low a most generous trade would have continued, instead of there having been a diminution.

A fair estimate of the year's business is \$15,000,000, combining our manufactured product with the sales by jobbers and retailers, the result of factory work being approximately \$4,750,000. The above figures represent as large an output of materials as in previous years, but valuations have been so much reduced that it requires the handling of greater quantities than formerly to represent an equal value.

A notable feature is the continued improvement in the quality of our manufacturers. Buyers who formerly could find only the commonest lines in this market are now supplied by our own houses with the better grades, the lines having been greatly added to, and goods are also made which satisfy the increasing demand of this territory for better styles and better qualities.

There have been additions to the productive facilities, especially in the chair line. One of the large factories which has been idle for several years was reorganized and resumed upon a large scale. The street car furniture industry, which a year ago was in its infancy, has been a large producer, finding buyers in the many principal cities of the country, and steam car seats are shipped to all parts of the world.

Specialties among the manufacturers continues to produce the best results in qualities and profits, lessening ruinous competition. This feature is assisted much by the friendly relationship existing by reason of the thorough organization of all the furniture and allied interests in the St. Louis Furniture Board of Trade—seventy-five firms in all. No

local strikes of any importance have occurred, the 3,500 employes having been kept at work quite steadily the year through, though a reduction in wages has in cases been made, but wages have not been reduced in like proportion to the reduced price at which goods are sold.

Birch has come to the front as one of the popular woods, oak being the most in use, however. Mahogany, cherry and sycamore are also greatly in demand, while walnut is mostly used for export business to Mexico and other foreign points.

St. Louis continues to be the great hardwood lumber market, and furniture manufacturers have an advantage of the first selections. Fine cabinet woods for the East and Northwest are drawn from this market.

The opportunity for capitalists to locate here a manufactory for the highest grades of furniture is still open. There has been a noticeable centering of the retail houses in one locality within the last year, and our city can refer to its establishments in this line with just pride as compared with other cities.

Several exceptionally large orders have been placed within the year for the two new sumptuous hotels, three handsome clubs and the new *Union Station*, that of the latter having been constructed entirely by one of our local factories.

Stocks in the territory contiguous to St. Louis are considered light, although there is a tendency to stock up for an anticipated increase trade for the new year.

We have had no large or bad failures among our furniture houses, while troublous times have been the report from many other quarters, thus speaking well for the financial conditions of these industries.

Inquiries for opening trade relations have been received from Turkey, Phillipine Islands, Cuba, Argentine Confederation, Brazil, Honduras and Columbia, while Mexico still continues its purchases.

STOVES AND HARDWARE.

From the STOVE AND HARDWARE REPORTER.

With two exceptions, the causes for which are explained in the proper places later on, St. Louis manufacturers and jobbers—in the lines coming under the *Reporter's* review—have no reason to complain of the year 1894. The volume of business has been maintained in comparison with 1893, and while prices are generally lower, as was to be expected,

the situation is regarded as satisfactory, and it may be said in passing that St. Louis is considerably better off than a year ago and has made a relatively better showing than any other city in the country, population and resources being considered.

HARDWARE.

The hardware business has branched out more widely than any other line. It covers a field reaching to the eastern boundaries of Indiana and from there to the Gulf, taking in all the territory west of the Mississippi to the Pacific coast and extending up through Minnesota to the Dominion line. A considerable advance has been effected in the Minnesota field during the past year and also in the Mountain States and the Puget Sound territory, this latter gain having been achieved in part through an increase in railway facilities. The value of this business is placed at \$14,500,000, approximately, being about the same as last year, but representing a volume that is 15 per cent in excess of what it was in '98. This 15 per cent represents, therefore, the difference in prices between those now in force and those of a year ago, so that if values had been maintained with the volume the gain would have been equal to the percentage in question. An especial feature of the year is the growth of the bicycle industry and the rapidly expanding sales through St. Louis as a distributing point, these having more than doubled and representing a valuation of nearly \$1,000,000. Novelties and special devices have also found a wider sale, while still another matter of pertinent trade interest is in the fact that collections have continued excellent throughout the year, thus indicating a healthy condition of the retail trade.

STOVES AND RANGES.

A careful estimate of the sales of cooking stoves, heaters and ranges places the total at \$1,125,000, or a reduction of about 22 per cent from the figures of last year. It is said on competent authority that the falling off in the stove business for the entire country will approximate 30 per cent, so it can be seen that a better average has been maintained by the St. Louis manufacturers. For the first ten months of the year the sales were fully equal to those in 1893 during the same length of time, but a falling off in demand began with November and the decrease in the total was confined to the last two months. This decrease is accounted for by the unseasonable weather so generally prevalent in St. Louis trade territory and also by the drouth in Kansas and Nebraska, two states which have generally made excellent returns to the St. Louis foundries. A noticeable feature of the business this year has been an increased output and demand for steel ranges, the outlook for these

goods being decidedly favorable. The St. Louis manufacturers cover a field extending eastward into Ohio and down into Florida in the extreme southeast, taking in all the Southern States and reaching into Minnesota on the north. The entire Western field is covered out to the Pacific coast and branch agencies and warehouses are established at several of the leading cities.

FURNACES.

The *Reporter* has had occasion from time to time to refer to the belief in other cities that St. Louis is not a good field for furnaces. We endeavored to combat this belief and to prove that the contrary proposition is the true one, while the attempt in this direction is now proven to be successful by the statement, based on returns received from all obtainable sources, that the business has increased about 16 per cent during the year, or in the neighborhood of two hundred new furnaces. About 1,200 were sold in 1893 and 1,400 in 1894, these figures being obtained from actual records—including only such sales as were made in the city limits or by St. Louis houses in the immediately surrounding and excepting the sales made by other houses in such territory. At an average valuation of \$125, the sales had a total of \$176,125. This total will be very largely increased during the current year if the extent of the preparations now being made by the manufacturers can be used as a basis of calculations, one house alone having made arrangements for the sale of 3,000 furnaces from St. Louis alone.

AGRICULTURAL MACHINERY.

From FARM MACHINERY.

More farm machinery and agricultural implements were sold in St. Louis during 1894 than were sold during 1893. Quite a good many more—if accurately known the figures would show an increase of fully 45 per cent., or a total sale of about \$14,500,000 for the year just closed.

There was also a big increase in the sale of vehicles—the aggregate sales amounting to something like \$10,000,000, as compared with \$7,000,000 for 1893, an increase of 30 per cent.

There should, and no doubt will, be much encouragement in these figures for the implement and vehicle manufacturers of St. Louis. This point has long been known as being most favorably located for

the distribution of agricultural implements throughout the fertile region that stretches away into the distance on every side. More vehicles are built here than ever before, and this line of manufacture is growing very perceptibly.

THE ELECTRICAL INDUSTRIES OF ST. LOUIS.

BY WILLIAM H. BRYAN,

Consulting Mechanical and Electrical Engineer.

St. Louis has always held an important position in the varied applications of electricity, and in the manufacture of apparatus, material and supplies for electrical work. For many years it has ranked as one of the leading cities of the world in electric lighting and railway work. A few years ago it was known positively that St. Louis outranked the world in these directions, and it is by no means certain that she has been outstripped even yet, although many of the large cities seem to have recently awakened to the advantages of electricity, and are now making rapid advancement. In St. Louis, however, the original and most extensive work was done, paving the pathway for the future, and demonstrating the practicability and soundness of electrical investments upon a large scale.

The arc lighting of St. Louis is done by four companies, who operate about 4,500 lights of a nominal capacity of 2,000 candles each. The incandescent lighting is done by three companies, which now have approximately 175,000 lights connected. The electrical equipment of these several stations aggregate 20,000 horse-power. The service extends over the entire city and as far west as Kirkwood. In common with other interests they have suffered somewhat from the business depression of 1894, and their growth, while it has by no means ceased, has not been as large proportionately as in former years. The year 1895 will see extensive enlargements made, both to the plants and distribution systems. The most important advancement to be expected in the immediate future is the placing of the major part of the wiring under ground, which consummation it is expected will be reached within the next twelvemonth.

St. Louis also ranks high in the distribution of electricity for power purposes. Three companies distribute an aggregate of about 4,000 horse-power throughout the city. Electricity has displaced steam in

hundreds of small manufacturing establishments, and has recently come into quite extensive use for elevator service in our tall buildings, for which it seems to be admirably adapted.

It is in connection with street railways, however, that electricity has met its widest field of work in this city. Nine companies, capitalized at about \$17,000,000, operate some 275 miles of single track, running 500 motor cars, with 20,000 horse-power of electrical equipment, and 600 trailers. There are eight power houses, with a total electrical equipment of about 23,000 horse-power. These lines carried 65,000,000 in 1894, a gain of about 8 per cent over 1893. These roads have added to their equipment during the year 1894 steam and electrical apparatus of 8,500 horse-power, valued at \$800,000 and have built during the year thirty-three miles of single track. The electric railway companies employ about 4,000 men regularly. Considerable extensions will be made during the coming year, and a number of suburban electric roads, connecting with existing down-town lines, will probably be built.

In electrical manufactures St. Louis ranks high. It has always been a center of the carbon industry, and continues so at this day. The manufacture of incandescent lamps has also grown to be large and important. Recently the manufacture of alternating current motors, fans, and converters has been taken up, and is being actively pushed. The product of these factories has become widely known, and goes to all parts of the globe.

Five large supply houses furnish electrical material and equipment. The capital invested is in the neighborhood of \$125,000, and they did a gross business of about \$500,000 during 1894, being just about the same as was done in 1893. These companies carry a stock valued at about \$125,000, and the territory covered includes the entire Southwest.

A large number of contractors for electrical construction operate in and near St. Louis. It has been impossible to ascertain the volume of their business for 1894, but it is known to be large.

In interests closely allied to electricity St. Louis also ranks high. Four large street car factories are now in full operation, the greater part of their product being for electric railways. In this field St. Louis has for some years led the world both in quantity and value of output.

In engines, boilers, shafting and belts, entering into the equipment of electrical stations, a large business has been done.

THE IRON TRADE.

From the IRON AGE.

A review of the iron and steel trade for the year just closed is of necessity an unpleasant task, as prices have declined almost steadily from the opening to the closing week. In past years where declines have taken place they have generally been interspersed with an occasional improvement in prices, but prices during the year 1894 have, as above stated, declined with remarkable steadiness. No. 1 foundry pig iron was quoted at the opening of 1894 at \$12.25; to-day \$10.50 is the ruling quotation, a decline of \$1.75 per ton. No. 2 foundry shows a decline of \$1.50 per ton. No. 3 foundry is quoted at \$1.25 less to-day than at the opening of the year, and gray forge at \$1.00 per ton less.

During the year freight rates from Southern furnaces have been reduced 50c. per ton, so that the actual decline in the price of the grades enumerated is, as above indicated, less 50c. per ton. To-day's prices of \$10.50 for No. 1 foundry, \$9.75 for No. 2 foundry, \$9.25 for No. 3 foundry and \$9.00 for gray forge are generally supposed to be nearly as low as they can possibly go. The Tennessee Coal and Iron Company, the largest producer of pig iron in the South, has positively refused to accept less than \$7.00 for No. 2 at the furnace, or \$9.75 F. O. B. St. Louis. Notwithstanding the persistent efforts of consumers to shade this price they have not yet succeeded in doing so, so that the prospect for advance early in the new year is considered quite probable.

The consumption of pig iron during the year has shown an increase of at least 10 per cent. in comparison with the year 1893, so that taking everything into consideration the situation is brighter than the general conditions would seem to indicate.

In manufactured iron much the same conditions prevail as in pig iron, except that prices have shown a more serious shrinkage. In January common bar was quoted at 1.30c., while to-day 1c. to 1.05c. is the general asking price, a decline of from \$5.00 to \$6.00 per ton. The volume of business was passably fair during the year, and with the expected improvement in railroad construction and car building there is a possibility of better prices very shortly. Railway supplies are lower than ever before quoted. Splice bars, \$8.00 per ton lower than in January of 1894; spikes, \$6.00 per ton lower; bolts, \$12.00 per ton lower; links and pins, \$7.00 per ton lower.

ST. LOUIS MUNICIPAL AFFAIRS.

From the REPORT OF THE COMPTROLLER.

CONDITION OF THE TREASURY.

The balance in the treasury at the close of the fiscal year, April 9, 1894, was \$2,169,885.81. Adding to this amount the debit balances on account of "Street Opening—Special Fund," "Change of Street Grades," "Street Sprinkling—Special Fund," and "Boulevards—Special Fund," aggregating \$385,553.15, gives as the resources of the Treasury, April 9, 1894, \$2,555,438.46. Deducting the liabilities chargeable against this amount, there remains an unappropriated surplus of \$261,247.82, belonging to the respective revenue funds.

BONDED DEBT.

The bonded debt at the close of the fiscal year, April 9, 1894, amounted to \$21,199,711.55, showing a reduction of \$179,309.50 during the year. The bonds maturing during the year, aggregating \$1,430,000, were redeemed at maturity—\$179,309.50 out of the revenue of the Sinking Fund and \$1,250,690.50 out of the proceeds sales of renewal bonds.

To provide for the maturities not covered by the Sinking Fund, \$1,250,000 four per cent twenty-year gold renewal bonds were offered at a public letting on September 2, 1893, but owing to the stringency in the money market, no bids were received. Efforts were then made to sell the bonds at private sale, but the price which could have been obtained was below the limit fixed by the Committee of Ways and Means of the Municipal Assembly.

Negotiations were then opened to place the loan by public subscription at par in London, and £257,000 four per cent twenty-year sterling bonds, dated October 2, 1893, were placed in that manner, Messrs. Coates, Son & Co., of London, acting as the issue house for the city. The bonds are of the denomination of £100, the principal and interest being payable at the National Bank of Scotland, limited, London, in

sterling, or at the option of the holder, at the National Bank of Commerce in New York, in United States gold coin at the rate of \$4.8665 per pound sterling.

The bonds maturing during the current fiscal year amount to \$2,172,000. Of this amount \$2,000,000 will be provided for by the issue of renewal bonds, and \$172,000 will be redeemed out of the revenue of the Sinking Fund. The \$2,000,000 renewal bonds were sold on May 12 to Messrs. Blake Bros. & Co., and Messrs. Vermilye & Co., of New York, on joint bid, at 105.092 flat. The bonds are dated June 1, 1892, payable twenty years after their date, and bear interest at the rate of 4 per cent per annum.

SINKING FUND.

The balance to the credit of the fund at the beginning of the year amounted to \$18,703.79; the revenue of the fund during the year was \$182,012.86, and the total available resources were \$200,716.65. Of this amount \$179,309.50 was applied in reducing the debt, leaving a balance of \$21,407.15 at the end of the year.

The available resources of the fund during the current year are estimated at \$215,000, of which amount \$172,000 will be required to meet the maturing bonds of the year not provided for by renewal bonds.

TAXATION.

The assessed valuation of taxable property for the taxes of 1894 amounts to \$310,341,850, an increase of \$26,081,060 over the preceding year.

The rates of taxation for city purposes, for the year 1894, remain the same as for the preceding year, viz.:

	Old Limits.	New Limits, subject to in- creased rate.	New Limits.
For payment of debt and interest.....	\$ 40	\$ 40	\$ 40
For general municipal purposes.....	98	98	60
Total.....	\$1 38	\$1 38	\$1 07

VALUE OF IMPORTS AND EXPORTS OF THE UNITED STATES.

Year ending June 30	Exports Merchandise.	Exports Gold, Silver and Bullion.	Total Exports.	Imports Merchandise.	Imports Gold, Silver and Bullion.	Total Imports.
1867....	294,506,141	60,868,372	355,374,513	395,761,096	22,070,475	417,831,571
1868....	281,952,899	98,784,102	375,737,001	357,436,440	14,188,368	371,624,808
1869....	286,117,697	57,188,380	343,256,077	417,506,379	19,807,876	437,314,255
1870....	392,771,768	58,155,666	450,927,434	435,958,408	26,419,179	462,377,587
1871....	442,820,178	98,441,988	541,262,166	520,223,684	21,270,024	541,493,708
1872....	444,177,566	79,877,534	524,055,120	626,595,077	13,743,689	640,338,766
1873....	522,479,922	84,608,574	607,088,496	612,186,210	21,480,987	633,617,147
1874....	586,268,040	66,630,405	652,918,445	567,406,342	28,454,906	595,861,248
1875....	513,442,711	92,132,142	605,574,853	533,005,436	20,900,717	553,906,153
1876....	540,384,671	56,506,302	596,890,973	460,741,190	15,936,681	476,677,871
1877....	602,476,230	56,162,237	658,637,457	451,323,126	40,774,414	492,097,540
1878....	694,865,766	38,740,125	738,605,891	437,051,532	29,821,314	466,872,846
1879....	710,439,441	24,997,441	735,436,882	445,777,775	20,296,000	466,073,775
1880....	835,638,658	17,142,919	852,781,577	667,954,746	93,084,310	760,989,056
1881....	902,877,348	19,406,847	921,784,193	642,664,628	110,575,497	753,240,125
1882....	750,542,257	49,417,479	799,959,736	724,629,574	42,472,390	767,111,964
1883....	823,839,402	81,820,333	835,659,735	723,180,914	28,489,391	751,670,305
1884....	740,513,609	67,133,383	807,646,992	667,697,693	37,426,262	705,123,955
1885....	742,189,755	42,231,525	784,421,280	577,527,329	43,242,323	620,769,652
1886....	679,524,830	72,468,410	751,988,240	635,436,186	38,593,676	674,029,792
1887....	716,183,211	85,997,691	752,180,902	692,319,768	60,170,792	752,490,560
1888....	635,984,507	46,414,183	742,368,690	723,957,114	59,337,986	783,295,100
1889....	742,401,373	96,641,533	839,042,906	745,131,652	28,963,073	774,094,725
1890....	857,828,684	52,148,420	909,977,104	789,310,409	33,976,326	823,286,735
1891....	884,480,810	108,953,642	993,434,452	844,916,196	36,259,447	881,175,643
1892....	1,030,278,148	83,005,836	1,113,284,084	827,402,462	69,654,540	897,057,002
1893....	847,665,194	149,418,163	997,083,357	866,400,922	44,367,633	910,768,555
1894....	892,140,572	127,429,326	1,019,569,898	654,994,622	85,735,671	740,730,293

IMPORTS AND EXPORTS FOR THE CALENDAR YEARS 1893 AND 1894.

1894, Exports—		MERCHANDISE.	
Domestic.....			\$807,312,963
Foreign.....			17,790,133
Total.....			\$825,103,095
Imports.....			\$876,312,104
Excess of Exports over Imports.....			148,790,981
1893, Exports—			
Domestic.....			\$854,729,454
Foreign.....			21,379,327
Total.....			\$876,148,781
Imports.....			\$778,248,924
Excess of Exports over Imports.....			93,402,442
1894, Gold—		GOLD AND SILVER.	
Exports.....			\$101,819,924
Imports.....			20,667,561
Excess of Exports over Imports.....			81,212,363
Silver—			
Exports.....			\$ 47,044,205
Imports.....			9,824,408
Excess of Exports over Imports.....			37,219,797
1893, Gold—			
Exports.....			\$ 79,775,520
Imports.....			72,762,389
Excess of Exports over Imports.....			7,004,965
Silver—			
Exports.....			\$ 46,289,721
Imports.....			18,274,804
Excess of Exports over Imports.....			27,955,635

ST. LOUIS BANKS.

COMPARATIVE STATEMENT OF THE ST. LOUIS BANKS, COMPILED BY A. G. EDWARDS & SONS, FROM OFFICIAL STATEMENTS OF STATE BANKS UNDER DATE OF DECEMBER 1, 1894, AND NATIONAL BANKS UNDER DATE OF DECEMBER 19, 1894.

ASSETS:

NAMES.	Currency and Coin.	Checks and Exchange.	Loans and Discounts.	Bonds and Stocks.	Real Estate, Furniture and Fixtures.	Over-drafts.	Totals.
National Bank of Commerce....	\$ 2,078,538 73	\$ 1,899,008 24	\$ 7,701,662 60	\$ 960,663 17	\$ 580,000 00	\$ 9,969 26	\$13,179,772 10
Botinien's Bank.....	1,767,964 37	673,022 84	5,640,064 31	56,119 71	508,331 86	88,073 43	8,723,563 41
Fourth National Bank.....	855,892 50	998,475 16	8,570,259 38	732,881 48	16,941 99	27,866 64	9,186,661 06
Continental National Bank.....	970,440 64	1,875,382 96	2,571,554 11	499,066 64	50,000 00	577 11	5,470,011 36
State Bank.....	901,319 39	548,754 23	3,468,664 20	831,569 81	47,855 97	72,469 51	5,433,653 61
St. Louis National Bank.....	688,377 40	988,775 64	2,948,791 08	136,669 94	211,800 00	3,435 77	4,857,770 78
Mechanics' Bank.....	766,690 10	760,398 83	8,172,816 87	51,153 75	24,833 14	3,068 54	4,778,920 28
Commerical Bank.....	1,100,412 81	655,416 24	2,803,176 94	5,577 10	13,433 38	21,663 26	4,569,669 28
Merchants' National Bank.....	1,683,705 78	698,818 57	2,776,832 24	84,125 00	.....	2,850 86	4,135,407 45
German Savings Institution.....	421,484 29	662,981 58	2,640,074 82	425,700 00	89,259 36	6,216 80	4,135,696 37
Laclede National Bank.....	656,878 60	747,263 45	3,450,857 00	88,700 00	4,734 84	4,734 84	4,664,964 58
Third National Bank.....	626,424 41	618,923 73	3,062,206 60	119,612 50	184,331 90	22,995 79	8,662,486 93
German-American Bank.....	492,741 55	412,218 44	1,838,807 17	707,410 00	30,000 00	3,883 86	8,470,004 02
American Exchange Bank.....	356,340 38	683,097 97	2,024,238 77	2,700 00	126 64	4,013 09	3,310,475 86
Franklin Bank.....	169,961 72	208,042 22	1,921,672 90	289,000 00	19,833 05	3,473 68	3,076,097 31
National Bank of the Republic.....	406,858 78	833,065 90	1,185,884 40	190,237 62	17,500 00	16,254 80	3,616,961 14
Latayette Bank.....	77,021 60	235,571 39	1,062,878 03	301,446 16	17,898 16	3,839 99	2,135,376 67
Northwestern Savings Bank.....	269,941 24	204,984 69	1,091,848 90	53,000 00	6,793 17	1,273 20	1,720,013 01
Chemical National Bank.....	68,541 00	170,444 62	754,653 46	255,500 00	10,000 00	1,556 31	1,570,048 13
Bremen Bank.....	38,888 25	51,494 29	974,215 89	117,868 01	87,904 43	6,964 40	1,263,606 29
Mullanphy Savings Bank.....	139,591 02	141,081 71	688,768 03	90,503 99	57,504 53	1,871 63	1,253,243 27
International Bank.....	32,366 75	125,956 85	739,996 08	6,425 92	7,833 06	3,692 19	1,109,540 40
Citizens' Bank.....	31,312 98	237,019 92	436,510 88	132,100 60	3,900 00	1,628 63	820,673 88
South Side Bank.....	14,534 49	27,852 68	181,741 72	25,497 77	10,894 92	6,699 23	265,690 81
Southern Commercial Bank.....	42,186 70	4,160 81	214,924 49	.....	1,900 00	1,941 43	264,802 47
Jefferson Bank.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	\$18,837,417 46	\$18,456,146 54	\$60,835,107 83	\$ 6,273,650 45	\$ 2,074,413 68	\$ 828,602 21	\$92,799,206 69

ST. LOUIS BANKS.
GENERAL STATEMENT—CONTINUED.
LIABILITIES:

NAMES.	Capital.	Surplus and Profits.	Circulation.	Bank Deposits.	Individual Deposits.	Time Deposits.	Total Deposits.	Reductions and Bills Payable.	Totals.
National Bank of Commerce.....	\$3,000,000 00	\$86,129 30	\$ 45,000 00	\$ 8,932,320 87	\$ 4,852,944 46	983,477 45	\$ 9,249,643 59	.....	\$13,179,773 10
Boatmen's Bank.....	3,000,000 00	597,846 53	.....	468,564 54	3,737,777 19	1,989,377 16	6,195,738 99	.....	8,733,595 41
Fourth National Bank.....	1,000,000 00	745,489 85	44,250 00	1,908,707 77	3,056,244 75	371,918 85	4,906,881 37	.....	5,186,661 05
Confidential National Bank.....	1,000,000 00	231,896 12	45,000 00	2,392,054 26	1,710,463 57	110,657 41	4,203,175 24	.....	5,470,011 36
State Bank.....	650,000 00	1,170,848 54	.....	448,002 28	2,620,398 06	244,423 43	3,613,323 87	.....	5,431,633 61
St. Louis National Bank.....	1,000,000 00	133,468 34	45,000 00	2,204,625 96	1,135,395 45	339,609 57	3,679,301 96	.....	4,367,707 73
Mechanics' Bank.....	600,000 00	703,389 30	.....	480,712 34	2,718,809 77	265,199 23	3,473,521 33	.....	4,379,590 23
Commercial Bank.....	500,000 00	568,405 46	.....	429,624 82	3,049,893 59	13,885 09	3,493,438 50	.....	4,569,890 28
Merchants' National Bank.....	700,000 00	194,375 57	45,000 00	1,272,848 57	1,742,852 86	180,000 65	3,195,551 88	.....	4,135,407 45
German Savings Institution.....	350,000 00	508,812 69	.....	69,170 57	1,815,650 04	1,492,053 07	3,386,833 69	.....	4,135,683 47
Laclede National Bank.....	1,000,000 00	162,823 33	37,500 00	1,246,713 08	1,461,792 80	76,576 17	3,806,103 05	.....	4,004,834 59
Third National Bank.....	1,000,000 00	251,919 71	44,550 00	1,150,436 69	1,074,044 18	132,836 54	2,358,017 31	.....	3,603,494 52
German-American Bank.....	150,000 00	739,231 60	.....	121,284 11	1,573,150 61	592,397 70	3,597,173 45	.....	3,210,472 35
German-Exchange Bank.....	500,000 00	353,205 40	.....	251,175 02	2,087,867 64	959,199 57	3,392,823 78	.....	3,076,097 31
Franklin Bank.....	200,000 00	468,273 53	.....	290,018 57	1,144,605 64	1,028,794 28	2,260,278 71	.....	3,615,396 14
National Bank of the Republic.....	500,000 00	29,596 30	45,000 00	815,385 38	669,469 57	78,615 02	1,560,410 47	.....	2,135,376 67
Northwestern Savings Bank.....	200,000 00	56,878 18	.....	592,175 19	872,317 90	.....	1,468,184 88	.....	1,780,013 81
Chemical National Bank.....	500,000 00	51,520 35	45,860 00	245,263 06	620,217 90	94,979 81	992,377 77	\$10,000 00	1,570,046 13
Bremen Bank.....	100,000 00	183,000 00	.....	47,767 23	428,159 39	582,445 90	1,016,605 29	.....	1,263,005 29
Mullanby Bank.....	200,000 00	84,516 79	.....	.....	444,351 56	467,215 56	950,884 24	.....	1,260,243 27
International Bank.....	200,000 00	74,273 65	.....	3,313 62	621,973 30	202,968 25	826,023 15	.....	1,108,540 40
Citizens' Bank.....	300,000 00	45,000 00	.....	8,766 15	163,069 48	163,069 48	326,138 90	.....	583,959 80
South Side Bank.....	300,000 00	13,869 61	.....	.....	287,370 71	184,635 46	475,006 38	.....	593,873 88
Southern Com. Sav. Bank.....	100,000 00	8,123 73	.....	.....	109,548 98	43,407 32	153,251 30	.....	265,690 61
Jefferson Bank.....	100,000 00	.....	.....	.....	140,374 05	15,705 70	156,079 75	.....	264,862 47
Totals.....	\$15,860,000 00	\$ 8,640,931 61	\$397,180 00	\$18,445,127 88	\$38,636,363 14	\$10,660,221 13	\$67,801,307 18	\$10,000 00	\$92,796,206 69

CLEARING-HOUSE STATEMENT. **BUSINESS FOR THE YEAR 1894 COMPARED WITH 1893.**

MONTHS.	CLEARINGS.		BALANCES.	
	1893.	1894.	1893.	1894.
January	\$ 114,721,815	\$ 105,274,739	\$ 14,221,562	\$ 18,304,236
February	98,519,892	83,024,039	11,421,197	12,306,582
March	108,371,973	91,251,361	11,706,661	12,924,574
April	107,761,079	88,506,590	14,278,940	12,970,153
May	109,151,296	97,995,533	12,429,837	16,215,784
June	95,321,230	91,281,954	10,907,619	15,215,927
July	82,596,431	87,530,649	8,545,702	12,178,802
August	68,744,079	90,168,530	7,511,708	15,922,376
September	75,437,705	88,256,027	9,980,667	14,590,687
October	86,439,652	101,130,464	10,541,649	18,907,980
November	96,174,462	99,122,167	14,760,814	12,674,952
December	100,774,877	104,068,823	18,656,290	15,738,816
Aggregate	1,139,014,291	1,127,702,906	139,962,646	172,945,768

CLEARINGS AND BALANCES.

Aggregates.	Clearings.	Balances.	Aggregates.	Clearings.	Balances.
1894	\$1,127,702,906	\$ 172,945,768	1899	\$ 987,532,629	\$ 163,461,257
1893	1,139,014,291	139,962,646	1888	900,474,878	141,882,529
1892	1,281,571,963	152,810,577	1887	894,527,731	138,859,722
1891	1,139,699,576	129,795,919	1886	810,795,082	149,968,903
1890	1,118,573,210	163,780,097			

E. CHASE, Manager.

BANK STATEMENTS.

The following are comparative statements of the Banks of St. Louis during twenty-two years, compiled by E. Chase, Esq., manager of the Clearing House.

Date.	No. of Banks.	Capital and Surplus.	Deposits and due banks.	Good loans and bonds.	Cash and deposits in other banks.	Ratio of cash to deposits.	Clearings.
December, 1873	60	\$19,176,596	\$36,386,777	\$48,688,239	\$12,109,421	33	\$551,951,451
December, 1874	60	19,892,761	43,515,972	45,923,085	11,990,236	28	607,967,428
December, 1875	57	19,569,513	40,706,421	45,928,085	11,788,435	29	575,686,327
December, 1876	44	17,884,796	38,539,164	42,548,113	11,317,692	30	518,343,600
December, 1877	32	13,058,210	27,110,924	28,990,322	9,011,974	33	494,888,766
December, 1878	29	12,406,019	27,515,008	29,982,115	9,368,908	34	478,634,126
December, 1879	25	10,995,936	30,225,949	31,880,280	9,341,631	31	559,684,127
December, 1880	25	11,328,617	38,374,918	37,114,849	12,588,637	33	711,459,489
December, 1881	25	11,696,063	44,791,711	44,220,882	12,266,899	27	832,631,830
December, 1882	24	13,492,964	42,361,867	41,628,480	14,236,345	34	863,129,287
December, 1883	24	14,133,587	45,617,602	45,303,751	13,364,489	29	870,961,645
December, 1884	24	14,742,123	38,102,714	39,265,792	11,902,433	36	785,202,177
December, 1885	23	14,653,452	44,234,157	42,881,935	14,869,235	34	759,130,425
December, 1886	22	14,911,771	47,501,396	45,241,095	16,057,096	34	810,795,062
December, 1887	21	14,824,115	45,578,539	44,507,836	14,913,121	32	894,527,731
December, 1888	21	15,460,896	52,289,979	46,852,313	19,432,351	37	900,474,878
December, 1889	21	18,818,216	60,967,149	57,310,916	20,886,977	36	987,522,629
December, 1890	23	21,637,401	60,795,305	60,225,735	20,520,838	33	1,118,573,210
December, 1891	24	23,576,030	64,289,810	62,481,710	23,457,930	36	1,139,699,576
December, 1892	26	24,745,572	63,285,730	70,670,184	21,564,501	31	1,231,571,963
December, 1893	26	25,596,009	64,869,102	57,093,800	21,746,455	39	1,139,014,291
December, 1894	26	24,500,823	67,801,204	62,960,521	27,302,272	40	1,127,702,906

POPULATION OF ST. LOUIS.

Area 62½ Square Miles.

1820.....	4,928	1850.....	185,567
1822.....	5,000	1860.....	204,327
1824.....	5,862	1870—United States Census.....	310,864
1826.....	6,397	1880—“ “ “.....	350,523
1828.....	8,316	1885—Estimated.....	400,000
1830.....	12,040	1886—“ “ “.....	450,000
1832.....	16,469	1890—United States Census.....	451,770
1834.....	24,140	1892—Estimate.....	543,923
1836.....	74,439	1893—“ “ “.....	574,569
1838.....	94,000	1894—Directory Estimate.....	596,157
1840.....	125,200		

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1861.....	\$ 57,537,415	.....	2.40	....
1862.....	40,240,450	.....	2.57	....
1863.....	49,409,030	.....	2.43	....
1864.....	53,205,820	\$ 63,050,078	2.60	....
1865.....	73,960,700	87,025,534	2.76½	....
1866.....	81,961,610	105,245,210	3.00	....
1867.....	88,625,600	112,907,660	2.95	....
1868.....	94,362,370	116,592,140	2.85	....
1869.....	113,626,410	138,523,480	2.85	....
1870.....	119,060,800	147,989,660	....	....
1871.....	133,833,950	158,272,430	2.80	....
1872.....	129,235,180	162,689,570	2.78	....
1873.....	149,144,400	180,278,950	2.76	....
1874.....	141,041,490	172,109,370	2.68.5	....
1875.....	131,141,020	166,999,660	2.48.5	....
1876.....	132,786,450	166,441,110	2.42.5	....
1877.....	148,019,750	181,345,560	2.80	....
1878.....	140,976,540	173,829,980	2.60	1.35
1879.....	136,071,670	163,813,920	2.60	1.25
1880.....	136,824,980	180,493,000	2.60	1.35
1881.....	139,897,470	167,264,230	2.60	1.25
1882.....	161,679,250	191,948,450	2.58	1.33
1883.....	163,479,080	192,563,640	2.55	1.30
1884.....	178,596,650	210,124,370	2.55	1.30
1885.....	177,867,240	207,910,350	2.55	1.30
1886.....	187,291,540	218,271,260	2.55	1.30
1887.....	184,815,560	217,142,320	2.50	1.30
1888.....	195,978,250	227,169,980	2.30	1.70
1889.....	196,185,840	230,338,810	2.20	1.60
1890.....	214,971,080	248,927,930	2.20	1.60
1891.....	215,233,980	255,113,690	2.20	1.60
1892.....	243,239,140	264,518,550	2.05	1.60
1893.....	242,737,430	267,626,420	2.05	1.67
1894.....	270,289,800	315,292,560	2.05	1.67

Old Limits—City Tax, \$1.40; State, 25c.; School, 40c.....\$2.05
 New Limits, “ 1.00; “ 25c.; “ 42c.....1.67

For the year 1894 the levy was \$2.05 on the \$100 for all property in the new limits situated between Gravois avenue, Tholozon avenue and Pernod road on the south, new city limits on the west, Florissant avenue, Bircher street and Survey 281 on the north, and old city limits on the east.

BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE
CITY OF ST. LOUIS DURING THE YEAR 1894.

Prepared by GEO. B. REID, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

MONTHS.	New brick buildings.		New frame buildings.		Value of additions and alterations to brick and frame bldgs	Total.
	No.	Value.	No.	Value.		
January.....	171	\$ 611,300	59	\$ 27,900	\$ 36,000	\$ 675,200
February.....	197	580,300	56	42,000	31,200	653,500
March.....	345	1,088,000	98	45,700	81,100	1,214,800
April.....	302	1,071,400	77	23,000	54,200	1,148,600
May.....	277	1,145,700	80	48,000	38,200	1,229,900
June.....	217	977,200	74	91,500	27,600	1,096,300
July.....	211	881,800	61	25,000	48,000	934,800
August.....	268	791,000	70	26,000	35,000	852,000
September.....	267	937,000	67	31,000	49,000	1,017,000
October.....	254	697,000	106	44,000	37,500	778,500
November.....	244	1,183,500	75	28,500	32,000	1,244,000
December.....	234	947,500	53	23,100	29,500	1,000,100
Totals.....	2,977	\$10,891,700	876	\$ 453,700	\$ 499,300	\$ 11,844,700

Number of Permits Issued During 1894..... 3,853

BUILDING PERMITS ISSUED FOR NINETEEN YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1894.....	3,977	876	3,853	\$11,844,700
1898.....	2,748	1,089	3,837	12,837,667
1897.....	3,496	1,266	4,762	16,978,978
1891.....	2,976	1,459	4,435	13,259,950
1890.....	2,685	1,329	3,994	13,652,700
1896.....	2,453	1,091	3,544	9,765,700
1898.....	2,145	841	2,986	8,029,501
1897.....	1,842	648	2,490	8,162,914
1896.....	1,733	491	2,224	7,030,819
1895.....	2,160	510	2,670	7,376,519
1894.....	1,989	620	2,609	7,316,685
1893.....	1,981	520	2,401	7,123,873
1892.....	1,646	715	2,361	5,010,554
1891.....	.....	.....	1,966	4,448,552
1890.....	1,507	347	1,854	3,790,650
1879.....	1,430	534	1,964	3,821,630
1878.....	1,318	369	1,687	2,579,773
1877.....	1,677	438	2,115	3,329,796
1876.....	1,361	464	1,825	3,496,592

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. LON V. STEPHENS,
STATE TREASURER. JANUARY 1, 1895.

Total assessed valuation of real and personal property in Mis-	
souri for the year 1894.....	\$924,296,062 00
Railroad, Bridge and Telegraph Companies.....	70,293,786 00
Total	<u>\$994,589,788 00</u>

(Rate of taxation for State purposes 25 cents on the \$100 valuation.)

Balance in Treasury, January 1, 1894.....	\$ 447,302 36
Amount of receipts into the State Treasury for the year ending	
December 31st, 1894.....	8,556,422 16
Amount disbursed during the year 1894 (including amount used	
for retiring bonds).....	8,282,999 09
Balance in Treasury December 31st, 1894	<u>719,725 43</u>

The bonded debt of the State was reduced four hundred and fourteen thousand dollars in the year 1894.

STATE BOND DEBT, JANUARY 1, 1895.

409 6 per cent. funded bonds, due January 1, 1895.....	\$ 409,000
24 6 per cent. Penitentiary bonds, due April 1, 1895.....	24,000
497 6 per cent. Hannibal & St. Joseph R. R. bonds, due in '95, '96,	
and '97.....	497,000
	<u>\$930,000</u>

(\$409,000 bonds above listed, due January 1, 1895, were paid on date of maturity.)

1013 3½ per cent. 5-20 refunding bonds, due March 1, 1907.....	\$1,013,000
436 3½ per cent. 5-20 refunding bonds, due July 1, 1907.....	436,000
700 3½ per cent. 5-20 refunding bonds, due October 1, 1907.....	700,000
2937 3½ per cent. 5-20 refunding bonds, due January 1, 1908	2,937,000
	<u>\$5,086,000</u>

Total amount outstanding bonds\$6,016,000

The State has an option to redeem any part or all of the 3½ per cent bonds at any time.

State bonds and interest coupons are paid at maturity at the American Exchange National Bank, New York, fiscal agent for the State of Missouri.

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.....	\$2,909,000
School certificates, 5 per cent.....	281,000
	<u>\$3,140,000</u>
Seminary certificates, 6 per cent.....	\$ 122,000
Seminary certificates, 5 per cent	430,000
Seminary certificates (University endowment) 5 per cent.....	646,000
	<u>\$1,198,000</u>

FIRE RECORD FOR 1894.

As Reported by Capt. CHAS. EVANS, Underwriter's Salvage Corps.

MONTHS.	Insurance.	Loss to Ins. Companies.	Percentage.
January	\$ 682,204 68	\$322,757 78	.....
February	570,433 83	218,267 85	.....
March	387,156 00	81,267 21	.....
April	411,838 30	111,743 19	.....
May	308,075 97	58,251 51	.....
June	189,557 96	37,014 59	.....
July	414,909 41	80,182 44	.....
August	242,234 65	36,245 10	.....
September	185,566 00	111,344 88	.....
October	325,830 79	35,648 20	.....
November	273,887 40	61,347 08	.....
December	264,890 80	40,640 10	.....
Totals	\$4,206,085 29	\$1,194,106 08	28.38

NUMBER OF ALARMS.

	1894.	1893.		1894.	1893.
Box Alarms.....	1033	1098	Third Alarms.....	5	5
Still Alarms.....	385	317	Fourth Alarms.....	...	1
False Alarms.....	79	115	General Alarms.....	2	...
Second Alarms.....	9	14	Total Alarms.....	1513	1495

CLASSIFICATION OF BUILDINGS IN WHICH FIRES OCCURRED.

6 Story Stone Fronts..	1	5 Story Brick.....	7	1½ Story Frame.....	8
5 " " " " ..	2	4½ " " " " ..	1	1 " " " " ..	179
4 " " " " ..	6	4 " " " " ..	22	Sheds	187
3½ " " " " ..	3	3½ " " " " ..	3	Lumber Yards.....	5
3 " " " " ..	17	3 " " " " ..	140	Awnings.....	11
2½ " " " " ..	4	2½ " " " " ..	25	Railroad Cars.....	11
2 " " " " ..	35	2 " " " " ..	391	Churches.....	4
10 Story Brick.....	1	1½ " " " " ..	11	Yards, Streets, &c ..	14
8 " " " " ..	1	1 " " " " ..	64	Boxes of Straw.....	2
7 " " " " ..	8	2 Story Frame.....	130	Iron Clad Buildings...	3
6 " " " " ..	6				

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS DURING TWENTY-ONE YEARS.

YEAR.	No. of fires and Alarms.	Amount of Insurance.	Amount of Losses to Insurance Co's.	Percentage
1874	223	\$2,214,133 00	\$ 503,987 00	27 75
1875	246	1,871,248 00	358,520 00	19 15
1876	301	2,161,890 00	401,147 00	18 55
1877	297	3,859,706 42	1,999,800 18	31 08
1878	293	2,057,346 00	372,180 67	18 09
1879	407	2,918,863 00	1,055,634 83	36 20
1880	461	3,398,819 08	1,111,725 34	32 70
1881	491	3,651,654 80	1,473,132 94	40 35
1882	582	5,429,954 36	1,283,421 65	21 22
1883	671	3,724,893 37	1,067,135 03	28 63
1884	737	4,850,511 53	1,281,880 60	26 42
1885	727	3,919,542 19	475,194 59	12 03
1886	827	4,294,175 00	1,325,483 30	30 86
1887	953	6,774,717 95	1,990,629 83	29 38
1888	802	4,131,079 42	752,887 12	18 21
1889	977	6,388,535 00	1,549,101 59	22 51
1890	1021	6,671,510 03	1,067,130 80	15 99
1891	1573	9,639,181 86	2,792,989 76	28 91
1892	1587	7,939,969 91	1,619,055 03	20 39
1893	1435	7,545,353 64	2,100,616 80	27 84
1894	1513	4,206,085 29	1,194,106 01	28 38

THE CLIMATE OF ST. LOUIS.

By DR. H. C. FRANKENFIELD,

Local Forecast Official, United States Weather Bureau, St. Louis, Mo.

St. Louis is pre-eminently an inland city, and its climate presents several distinctive features when compared with other large cities of the country located near large bodies of water which exercise a controlling influence upon their climates. The chief points of difference are those of temperature and moisture, which in the marine climates are controlled largely by the winds blowing from the neighboring water surfaces. The temperature of the water is more uniform than that of the land, and consequently in such cities as Boston, New York and New Orleans the temperature distribution throughout the year is much more equable than in St. Louis, which receives the full force of the changes in the atmosphere uninfluenced by any local causes. The summers are therefore warmer here and the winters colder than those of seacoast cities of the same latitude. The temperature changes are more sudden and decided, and the changes from one season to another are not so gradual. Compensation for this disadvantage is found in the moisture supply, which is considerably greater in the maritime cities on account of the excessive amount brought in by the winds from the water surfaces. This excess of moisture also produces more cloudiness, and the amount of sunshine is proportionately lessened.

A brief description of the climate of St. Louis during the successive months of the year will perhaps be found to be of some interest. During the months of January and February the severest winter weather occurs. The temperature changes are more sudden and decided than in places further east, but not so marked as in places further west, in the slope region east of the Rocky Mountains. Clear skies and little snow is the rule, while the frequent depressing fogs of moister climates are absent, cool, dry, invigorating air prevailing instead. During March the prevailing north winds cause a greater degree of cloudiness than at any other time during the year, but even then the sky is obscured only about one-half the time, and bright warm days are comparatively frequent, foretelling the approach of spring, which breaks

upon us abruptly. By the first of April the spring really commences. The temperature rises rapidly, causing rapid germination and growth of plants. This growth is further enhanced by the abundant rainfall of April, May and June, during which months about one-third of the entire annual rainfall usually occurs. From July to the end of September the greatest heat occurs, and the sky is usually free from clouds, well-developed storms being unusually rare, most of the precipitation being caused by local thunderstorms, which have a cooling effect upon the atmosphere. During October and November the sunshine continues for the greater portion of the time, while the moderating temperature combines with it in making those most delightful autumns which are the chief charm of the climate of St. Louis. During November and the early portion of December frosty nights are frequent, but the days are usually far from unpleasant. During the latter part of December the temperature changes, becoming more marked and frequent, with an occasional light snow, herald the approach of winter.

The following table shows at a glance the average climatic conditions at St. Louis for each month of the year, the data having been compiled from the record of twenty-four years' daily observations.

MONTH.	TEMPERATURE.			PERC'TGE.		Precipitation in inches.	NUMBER OF DAYS.				Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation	
January	74	-22	31	73	50	2.27	10	11	10	9	N. W.
February	78	8	36	71	51	3.11	9	9	10	9	S.
March	84	8	44	67	53	3.04	9	11	11	11	N.
April	89	23	56	61	48	3.77	10	11	9	10	S. E.
May	93	32	66	66	48	4.24	10	13	9	13	S.
June	99	44	75	69	45	4.74	10	14	6	11	S.
July	104	55	79	67	42	3.83	12	13	6	9	S.
August	106	53	77	66	38	3.39	14	13	5	7	S.
September	102	40	69	66	37	3.30	14	10	6	7	S.
October	90	24	58	65	37	2.47	15	10	6	8	S.
November	79	8	44	68	50	2.92	10	10	10	9	S.
December	74	-15	39	70	49	2.73	13	7	11	11	S.
	106	-22	56	67	46	38.20	136	130	99	113	S.

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1894.

TAKEN FROM THE RECORDS OF THE WEATHER BUREAU STATION.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Monthly Total.	Excess or Defi- ciency.
January.....																																3.58	† 0.11
February.....																																2.69	- 0.12
March.....																																3.60	- 0.36
April.....																																2.68	- 0.65
May.....																																3.61	- 0.50
June.....																																1.12	- 2.90
July.....																																.07	.08
August.....																																.59	.13
September.....																																1.95	- 0.80
October.....																																3.11	- 0.23
November.....																																1.56	- 1.13
December.....																																.59	.49
Total for 1894.....																																27.44	-10.87

† Excess. - Deficiency.

T indicates precipitation too small to measure.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER
BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1894.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
January ... Max.	55	55	56	58	58	35	34	46	42	49	39	46	49	48	59	60	72	47	43	57	53	39	31	1	12	28	39	43	26	57	39
... Min.	32	38	41	32	26	30	33	26	35	27	33	24	34	41	47	83	47	38	33	42	36	22	24	-11	-6	5	20	28	19	23	27
February .. Max.	81	44	34	53	53	55	51	58	40	38	44	38	37	28	23	45	58	48	31	28	23	24	26	30	36	51	62	50	...	...	32
... Min.	20	28	16	24	33	44	46	40	30	27	26	16	23	15	38	30	21	14	0	17	17	13	17	17	17	25	36	39	...	...	...
March Max.	67	65	73	73	59	51	55	51	67	78	57	69	69	62	64	71	82	79	72	84	55	50	46	26	28	42	41	43	68	67	51
... Min.	30	42	49	53	64	36	42	36	35	43	39	41	53	41	52	45	55	64	58	61	56	49	36	38	17	14	20	31	22	38	47
April Max.	57	63	62	64	56	69	73	64	64	52	47	53	55	66	71	74	84	78	63	51	49	57	65	67	68	75	84	87	88	87	58
... Min.	43	38	50	45	39	40	55	41	49	39	34	37	44	49	52	56	61	63	59	42	40	39	45	50	50	53	62	64	70	70	...
May Max.	79	80	79	76	78	80	75	79	83	76	73	80	84	87	90	92	89	60	59	63	61	62	65	69	69	77	82	70	72	73	68
... Min.	66	59	61	59	60	63	61	59	65	62	52	58	65	68	72	70	65	46	40	41	44	48	51	53	58	56	60	51	55	57	46
June Max.	85	88	87	84	87	84	87	83	94	93	93	93	93	96	95	90	86	87	92	95	97	95	92	93	90	87	99	91	97	94	...
... Min.	51	63	64	63	64	44	52	53	61	67	72	73	73	73	74	73	70	67	67	77	75	75	76	75	76	68	66	74	78	75	71
July Max.	95	91	91	74	84	88	83	85	88	90	92	92	95	87	89	88	93	89	87	88	83	86	89	87	96	98	92	92	82	90	91
... Min.	71	70	69	63	65	64	65	67	67	69	69	72	75	72	73	72	74	73	69	60	63	61	64	68	76	76	70	69	60	69	75
August Max.	93	93	96	79	84	87	91	96	96	99	100	96	97	100	93	91	88	96	87	88	84	88	92	94	82	82	84	86	91	92	79
... Min.	71	68	62	60	63	63	63	73	75	78	76	76	74	78	77	70	72	66	63	68	64	68	68	66	67	68	66	61	69	69	71
September .. Max.	93	89	80	78	82	90	93	94	94	72	72	63	76	87	73	77	78	75	77	81	79	84	68	65	68	78	84	85	85	86	...
... Min.	73	73	71	69	70	72	73	73	75	62	54	58	58	69	65	56	60	57	56	59	63	64	60	54	48	49	57	60	61	50	...
October Max.	73	74	69	63	63	71	81	58	61	65	40	60	57	60	64	80	83	84	88	82	83	82	84	69	50	52	49	50	46	46	58
... Min.	49	63	58	52	44	47	55	40	38	43	75	45	50	47	54	64	60	58	61	60	73	58	59	50	50	52	49	50	40	39	...
November ... Max.	71	63	58	62	48	44	61	43	49	33	30	45	53	51	70	45	36	47	32	61	50	69	50	50	55	73	54	38	39	55	...
... Min.	44	43	35	48	36	31	36	40	36	30	20	25	44	34	44	81	23	27	13	28	30	30	36	34	24	39	43	20	29	38	...
December ... Max.	56	36	33	45	55	56	62	57	47	41	44	43	49	60	58	52	43	43	55	62	63	42	36	49	39	30	19	57	30	52	39
... Min.	41	31	28	26	34	40	49	49	40	37	33	38	36	37	41	42	31	31	23	41	46	24	35	37	32	26	10	1	15	22	11

Annual Mean..... 57.

CUSTOM HOUSE TRANSACTIONS, 1894.

CONDENSED CLASSIFICATION OF COMMODITIES IMPORTED INTO ST. LOUIS DURING THE YEAR ENDING DEC. 31, 1894, SHOWING FOREIGN VALUES AND DUTY PAID.—RICHARD DALTON, SURVEYOR.

COMMODITIES.	Value.	Duty.
Ale and Stout.....	\$ 24,898 00	\$ 7,925 05
Anvils.....	13,883 00	4,499 80
Art Works.....	1,638 00	275 71
Books and Printed Matter.....	3,091 00	778 05
Bricks and Tiles.....	8,869 00	2,787 55
Barley.....	9,884 00	6,212 16
Brushes.....	5,497 00	2,078 05
Bone and Horn, manufactures of.....	311 00	52 75
Carpets and carpeting.....	2,642 00	1,084 48
Cement.....	16,842 00	3,448 61
Coffee.....	57 00	8 24
Chemicals and Drugs.....	108,978 00	38,878 19
China and Earthenware.....	148,758 00	57,775 69
Corks and Manufacture of corks.....	44,187 00	11,585 83
Cutlery.....	64,873 00	36,726 73
Diamonds and Precious Stones.....	17,913 00	1,791 80
Fancy Goods.....	20,289 00	8,083 71
Fish.....	42,370 00	5,920 87
Free Goods.....	359,314 00	.....
Glassware.....	41,853 00	15,308 82
Guns and Firearms.....	66,215 00	18,407 50
Hops.....	80,151 00	19,692 61
Jewelry.....	26,882 00	6,989 98
Lead.....	18,245 00	8,330 40
Marble.....	10,609 00	4,764 46
Manufactures of Cotton.....	302,181 00	109,656 75
" " Linen.....	68,182 00	25,268 97
" " Iron.....	40,898 00	21,530 59
" " Leather.....	5,049 00	1,842 88
" " Metal.....	49,377 00	20,659 65
" " Paper.....	13,508 00	3,665 09
" " Silk.....	19,199 00	10,388 74
" " Wood.....	11,820 00	3,384 22
" " Wool.....	28,788 00	24,491 03
Musical Instruments.....	3,184 00	806 70
Nuts and Fruits.....	6,431 00	1,688 08
Oil.....	1,671 00	466 85
Paints and Colors.....	10,483 00	2,378 98
Rice.....	114,953 00	21,283 07
Seeds, etc.....	2,797 00	853 90
Steel Wire.....	112,905 00	55,004 36
Tinplate and Terneplate.....	35,932 00	7,456 65
Tobacco, Cigars, etc.....	180,081 00	186,622 49
Vegetables.....	39,165 00	10,403 50
Wines, sparkling, etc.....	97,256 00	58,944 76
Window Glass.....	108,074 00	28,856 72
Woolen Dress Goods.....	5,053 00	4,384 67
Spirituous Liquors.....	18,195 00	16,909 91
Skins, dressed.....	5,627 00	1,125 40
Miscellaneous Merchandise.....	19,867 00	4,244 91
Collections from all other sources.....	.....	104,755 80
Total.....	\$2,279,804 00	\$983,008 51

TRANSACTIONS AT THE CUSTOM-HOUSE, ST. LOUIS.

RICHARD DALTON, Surveyor of the Port.

General Exhibit of Merchandise brought into St. Louis in bond from below mentioned ports of entry, during year ending Dec. 31, 1894, showing foreign value and duties paid thereon.

PORTS.	Value.	Duty.
Baltimore.....	\$ 210,414 00	\$69,436 62
Boston.....	42,863 00	14,144 79
Detroit.....	2,946 00	972 18
Montreal.....	1,169 00	382 47
New York.....	988,021 00	326,046 93
Newport News.....	406,143 00	134,037 19
New Orleans.....	127,010 00	41,918 30
Philadelphia.....	364,217 00	246,104 50
Port Huron.....	20,187 00	6,661 71
Port of N. D.....	4,189 00	1,332 37
San Francisco.....	69,067 00	22,768 81
Tacoma.....	12,542 00	4,125 66
Direct to St. Louis.....	31,096 00	10,261 68
Total.....	\$2,279,804 00	\$878,258 21

CUSTOMS WAREHOUSE TRANSACTIONS—PORT OF ST. LOUIS—DURING 1894.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1893.....	\$235,546 00	\$167,093 67	\$ 26,899 00	\$ 27,958 65
January, 1894.....	49,898 00	25,351 83	24,479 00	17,149 99
February, ".....	39,761 00	27,835 60	37,117 00	21,062 11
March, ".....	23,666 00	26,408 04	19,084 00	16,165 91
April, ".....	26,145 00	27,766 67	39,522 00	23,141 74
May, ".....	45,045 00	23,192 10	37,783 00	37,797 25
June, ".....	40,559 00	43,851 33	24,526 00	19,886 32
July, ".....	21,617 00	20,951 16	103,611 00	59,542 06
August, ".....	127,773 00	86,540 39	56,928 00	36,865 54
September, ".....	67,636 00	68,425 62	36,832 00	26,212 90
October, ".....	40,868 00	37,921 40	25,561 00	15,902 26
November, ".....	30,180 00	32,117 74		55,182 26
December, ".....	28,192 00	25,614 19		
Reduction Duty, Act Aug., 1894.....				
TOTAL.....	\$765,821 00	\$612,399 19	\$900,394 00	\$425,463 79
In Warehouse Dec. 31, 1894.....			165,487 00	199,925 40

EXHIBIT OF COMPARATIVE RECEIPTS FROM ALL SOURCES, AT THE PORT OF ST. LOUIS, DURING THE LAST TWELVE YEARS.

YEAR.	Impost duty.	Hospital Tax.	Steamboat Fees.	Storage.	Official Fees.	Fines & Forfeits.	Miscellaneous.	Total collections.
1883	1,563,917 87	12,077 53	6,149 20	640 00	2,153 40	4,777 38	6 78	1,589,723 14
1884	1,447,331 44	8,905 20	4,107 75	1,125 80	1,516 90	965 50	7 65	1,463,494 79
1885	898,545 19	784 13	3,494 50	2,230 39	1,496 35	10 00	881 45	897,491 85
1886	1,630,141 50	18 93	1,534 85	3,111 84	1,094 25	253 10	38 89	1,635,343 46
1887	1,412,063 75	Abolished.	Abolished.	1,310 79	1,077 10	377 35	29 00	1,414,747 94
1888	1,451,423 53	"	"	1,688 55	1,012 60	3,570 07	1,176 75	1,458,837 50
1889	1,300,335 27	"	"	938 49	1,063 70	111 14		1,302,538 60
1890	1,375,103 09	"	"	1,756 37	686 80	221 46	18 00	1,377,767 72
1891	1,312,969 19	"	"	2,651 81	77 60	201 41	391 38	1,316,311 49
1892	1,306,312 47	"	"	3,126 92	31 00	2,367 96		1,311,739 35
1893	1,088,877 23	"	"	3,493 54	34 65	547 52		1,093,953 34
1894	976,324 54	"	"	5,590 89		293 33	499 75	983,008 51

**STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS
POST OFFICE DURING 1893 AND 1894.**

*James L. Carlisle, P. M.; W. H. Little, Assistant P. M.
Douglass Crothers, Private Secretary.*

FIRST OR FINANCIAL DIVISION.—*D. H. Hays, Cashier.*

**Comparative Statement of the Receipts and Disbursements of the St. Louis
Post Office during Years ended December 31st, 1893 and 1894.**

RECEIPTS.

	1894.	1893.
Sale of Postage Stamps, etc.....	\$1,433,299 03	\$1,425,976 02
Sale of Waste Paper, etc.....	781 58	799 35
Box Rents.....	2,197 56	2,302 88
Collection Drafts.....	78 27	401 66
Auditor's debits.....		19 78
Total	\$1,436,956 43	\$1,429,499 69

DISBURSEMENTS.

	1894.	1893.
By Balance brought forward.....		\$ 18 49
Salary of Postmaster.....	\$ 6,000 00	6,000 00
Special Delivery Messengers.....	3,047 30	3,029 84
Clerks Pay Rolls.....	257,066 38	243,083 87
Rent of Stations.....	2,580 00	2,065 00
Light of Stations.....	187 54	361 29
Fuel of Stations.....	188 07	116 62
Advertising Letter List.....	766 43	827 99
Office Furniture.....	14 00	.....
General Expenses.....	3,149 27	2,695 65
Transfer Drafts Paid.....	202,158 62	152,295 85
Railway Postal Clerks Pay Rolls.....	275,424 83	263,071 95
General Expenses R. M. S.....	11,068 20	11,068 15
Free Delivery Service.....	294,447 89	282,070 73
Transfers from Postal to M. O. Account.....	19,500 00	18,405 00
Collection Drafts Returned to Department.....		363 65
Collection Drafts on Hand.....	78 27	.....
Deposits with Asst U. S. Treas.....	413,181 64	449,080 61
Total.....	\$1,489,306 43	\$1,429,499 69

Increase in Receipts.....	\$ 60,149 91
Net Revenue to P. O. Department, 1894.....	921,251 38
“ “ “ 1893	888,916 56
Increase in Revenue.....	32,334 82

SECOND DIVISION.

DISTRIBUTION AND DISPATCH OF MAILS.

Comparative Statement of Business Transacted for the Years 1893 and 1894.

T. B. ROBERTSON, JR., Superintendent.

	1894. Lbs.	1893. Lbs.	Increase. Lbs.
First class mail matter:			
Letters originating in St. Louis.....	1,170,189	1,070,514	99,655
Postal Cards originating in St. Louis.....	65,924	51,587	14,337
Second class mail matter:			
Newspapers and periodicals to regular subscribers originating at St. Louis.....	15,840,783	13,639,948	3,200,835
Third Class and transient newspapers:			
Price Currents, Circulars, Books, etc., originating at St. Louis.....	3,673,540	3,778,129	* 100,589
Fourth class mail matter, Merchandise originating at St. Louis.....	1,380,455	1,130,873	200,662
Totals in pounds.....	22,079,871	18,665,551	3,414,320

MATTER RECEIVED FROM POSTAL ROUTES AND OTHER POST OFFICES FOR DISTRIBUTION AND DISPATCH.

Letters, Postal Cards and Circulars.....	38,678	40,951	* 4,273
Papers and Merchandise.....	156,572	247,649	* 91,277
Totals in pounds.....	195,250	288,600	* 93,350
Grand Totals in pounds.....	22,275,121	18,954,351	3,319,770

	1894.	1893.	Increase.
Total number pieces handled.....	177,236,964	164,029,859	13,210,105

The above statement has reference to outgoing mails only.

THIRD DIVISION.

RECEIPT AND DELIVERY OF MAILS.

Comparative Statement of Business Transacted During 1893 and 1894.

WM. HYDE, Superintendent.

	1894. Lbs.	1893. Lbs.	Increase. Lbs.
First class mail matter:			
Letters originating at St. Louis.....	379,425	379,425	18,000
Postal Cards originating at St. Louis.....	70,452	72,208	* 1,756
Letters and Postal Cards from outside sources	1,348,531	1,283,636	* 40,005
Second class mail matter:			
Newspapers and periodicals to regular subscribers originating at St. Louis.....	130,803	128,943	* 8,141
Third and fourth class mail matter and transient Newspapers, Price Currents, Circulars, Books, etc., originating at St. Louis.....	330,939	305,402	25,536
Second, third and fourth class mail matter from outside sources.....	4,043,933	3,612,196	431,735
Totals in pounds.....	6,217,082	5,791,803	425,279
Total number pieces handled.....	129,101,364	117,746,176	11,355,068

* Indicates decrease.

FOURTH DIVISION.

RECEIPT AND DISPATCH OF REGISTERED MAILS.

COMPARATIVE STATEMENT OF BUSINESS TRANSACTIONS DURING 1893 AND 1894.

GEO. B. STROUP, Superintendent.

	1893.	1894.	Increase.	Decrease.
Letters Registered with fee prepaid.....	87,244	90,188	2,894	.....
Parcels " "	40,168	44,876	4,687	.....
Registered Letters Received for Delivery.....	268,557	271,316	.....	18,241
Fourth Class Parcels "	13,487	14,330	843	.....
Registered Letters and Parcels Received for Dispatch.....	3,861	3,496	.....	365
Registered Packages, St. Louis, Mo....	253,741	235,459	.....	18,282
" " Received in Transit.....	766,509	683,028	.....	63,481
R. P. E's made up and Dispatched.....	111,289	123,164	11,875	.....
Through Reg. Pouches and Inner Sacks Received	43,632	43,685	53	.....
" " " Dispatched	43,760	43,003	.....	747
" " " Received in Transit.....	495	364	.....	131
Official Letters and Parcels Registered free.....	41,627	41,485	.....	142
Total Transactions	1,685,380	1,604,843	20,352	101,889

FIFTH DIVISION.

ISSUING AND PAYMENT OF MONEY ORDERS—COMPARATIVE STATEMENT OF BUSINESS TRANSACTED DURING 1893 AND 1894.

P. G. LINCHEY, Superintendent.

	1893.		1894.		INCREASE.		DECREASE.	
	NO.	AMOUNT.	NO.	AMOUNT.	NO.	AMOUNT.	NO.	AMOUNT.
PAID.								
Domestic Orders.....	403,522	\$ 3,914,864.53	529,461	\$3,977,751.24	.....	.....	.....	.....
International Orders.....	4,123	80,521.36	4,432	88,726.51	.....	.....	.....	.....
Postal Notes.....	251,871	400,307.15	148,937	214,371.12	.....	.....	.....	.....
Total	659,516	\$ 4,395,693.04	682,890	\$4,280,843.87	23,314	.....	...	\$ 114,844.17
ISSUED.								
Domestic Orders.....	66,452	\$ 906,451.42	86,874	\$ 888,885.24	.....	.....	.....	.....
International Orders.....	11,888	205,671.46	10,607	165,845.66	.....	.....	.....	.....
Postal Notes.....	80,572	50,905.69	17,346	28,362.86	.....	.....	.....	.....
Total	108,912	\$ 1,163,028.57	113,827	\$1,093,088.76	4,915	.....	.....	\$ 69,934.81
Remittances received from Depository Offices	33,343	\$ 4,788,867.16	27,988	\$3,518,218.34	.....	.....	5,405	\$ 1,270,638.82
Remittances sent from our Office to Cincinnati	234	\$ 1,406,100.00	88	\$ 292,900.00	.....	.....	146	\$ 1,113,200.00
Total Transactions.....	802,006	\$11,763,678.77	824,653	\$ 9,185,060.97	28,229	.....	5,651	\$2,568,617.80
Net Increase.....	.....	.....	.....	.....	23,578	.....	.....	.....

* Decrease caused by Government withdrawing number of Depository Offices from remitting to this Office.

**U. S. INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.**

CHAS. SPECK, Collector.

DESIGNATION.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Lists (penalties, etc.)....	700 26	1,298 61	4,845 56	14,061 00	11,916 88	19,070 21	5,713 35
Spirits Stamps	† 1,335,410 10	1,385,448 50	1,600,144 20	1,909,255 00	† 3,346,848 90	2,005,542 90	2,004,124 40
Tobacco "	3,200,744 26	3,597,173 39	4,196,914 24	3,023,120 34	3,461,643 21	3,027,938 87	3,425,846 73
Cigar "	141,883 16	144,199 95	154,122 15	159,824 95	170,983 13	161,461 37	154,846 23
Snuff "	4,045 16	3,147 76	2,547 44	1,900 14	1,844 40	1,648 02	1,608 42
Beer "	1,379,425 75	1,487,604 45	1,715,969 37	1,674,723 69	1,814,340 00	1,916,466 55	1,820,800 07
Special tax "	141,431 52	148,353 12	154,454 80	164,304 76	162,655 25	169,674 98	148,349 11
•Oleomargarine stamps.	.....	.....	215 38	.....	.....	.....	.....
Playing Cards.....	.....	.....	.....	.....	.....	.....	|| 6,930 42
Total.....	\$6,206,640 21	\$6,767,225 78	\$7,828,513 14	\$6,947,190 48	\$8,970,201 77	\$ 7,301,803 00	\$7,568,218 73

* No oleo factories here, the collections made were on illicit goods seized at this point and released under compromise.

† One distillery closed under trust arrangement. ‡ Two distilleries closed under trust arrangement.

|| August 28th, 1894.

STATEMENT

HOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH
RAILROAD AND RIVER, FOR FOUR YEARS.

ROUTE.	1894.	1893.	1892.	1891.
Missouri Pacific R. R.....	623,513	798,984	1,157,504	844,998
St. Louis & San Francisco Ry.....	432,179	494,491	551,141	486,671
Wabash Railway (West Line).....	313,990	364,107	426,845	491,800
Chicago, Alton & St. L. R.R. (Mo. Div.).....	71,189	86,128	126,487	147,646
St. Louis, Kansas City & Colorado R. R.....	88,345	57,320	56,114	43,202
Missouri, Kansas & Texas Ry.....	267,363	.....	.....	.....
St. Louis, Iron Mountain & Southern R.R.....	909,905	1,012,463	1,106,867	988,195
St. L., A. & T. H. R. R. (Cairo Short Line).....	362,542	1,003,918	946,547	845,669
Louisville & Nashville R.R.....	543,016	490,478	556,788	437,730
Mobile & Ohio R.R.....	365,636	496,335	594,947	408,126
Baltimore & Ohio Southwestern R. R.....	632,326	725,092	693,179	679,674
Chicago, Alton & St. Louis R.R. (Main Line)....	172,739	143,999	253,785	246,100
Cleveland, Cincinnati, Chicago & St. Louis R.R.	526,413	506,324	532,160	518,667
Terre Haute & Ind. R. R. (Vandalia Line).....	726,468	806,096	891,285	988,913
Wabash Railroad (East Line).....	719,350	773,233	900,004	817,312
Toledo, St. Louis & Kansas City R. R.....	348,643	416,729	416,345	729,353
Louisville, Evansville & St. Louis R.R.....	628,484	607,135	465,515	406,300
Wabash Railroad (Iowa Branch).....	71,505	49,553	53,847	90,663
Chicago, Peoria & St. Louis R. R.....	262,453	340,183	273,198	163,413
Chicago, Bur. & Quincy R.R.....	363,758	430,469	374,911	265,408
St. Louis, Keokuk & Northwestern R.R.....	484,709	561,300	596,304	596,198
St. Louis & Eastern R. R.....	285,061	335,204	253,942	.....
St. Louis, Chicago & St. Paul R. R.....	22,389	.....	.....	.....
Upper Mississippi River.....	111,400	111,710	125,435	90,865
Lower Mississippi River.....	219,195	216,300	212,545	209,095
Illinois River.....	41,380	50,605	49,530	31,190
Missouri River.....	5,430	8,000	13,065	25,065
Ohio River.....	25,375	33,490	96,930	63,890
Cumberland & Tennessee Rivers.....	43,345	52,790	49,485	29,945
Upper Mississippi River by rafts.....	128,835	126,510	130,320	143,090
Total in Tons.....	10,096,420	11,007,444	11,916,205	10,690,369
Total by Rail.....	9,512,910	10,406,039	11,229,005	10,096,739
Total by River.....	583,510	599,405	687,200	593,140

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR FOUR YEARS.

ROUTE.	1894.	1895.	1896.	1897.
Missouri Pacific Railroad.....	378,062	449,296	645,830	502,025
St. Louis & San Francisco Ry.....	379,336	414,532	409,398	339,028
Wabash Railroad (West Line).....	281,966	329,021	432,581	386,353
Chicago, Alton & St. L. R.R. (Mo. Div.).....	51,084	66,884	103,077	102,840
St. Louis, Kansas City & Colorado Railroad....	11,656	14,126	9,412	5,114
Missouri, Kansas & Texas R. R.....	113,141	.....	.....	.....
St. Louis, Iron Mountain & Southern R.R.....	411,754	525,149	620,671	623,414
St. L., A. & T. H. R. R. (Cairo Short Line).....	227,600	246,704	290,696	313,230
Louisville and Nashville Railroad.....	226,585	270,208	268,960	207,084
Mobile & Ohio Railroad.....	167,103	131,765	149,473	197,581
Baltimore & Ohio Southwestern.....	187,840	148,216	167,943	155,360
Chicago, Alton & St. Louis R. R. (Main Line)....	249,339	247,448	315,786	301,767
Cleveland, Cincinnati, Chicago & St. Louis R. R..	266,918	321,429	307,671	299,584
Terre Haute & Ind. R.R. (Vandalia Line).....	348,663	383,323	421,819	340,633
Wabash Railroad, (East Line).....	363,021	490,353	524,439	374,125
Toledo, St. Louis & Kansas City Railroad.....	191,921	251,889	315,539	242,532
Louisville, Evansville & St. Louis Railroad.....	165,122	152,043	104,968	148,757
Wabash Railroad (Iowa Line).....	46,497	66,605	73,321	52,806
Chicago, Peoria & St. Lou's R. R.....	103,384	127,974	98,403	84,205
Chicago, Bur. & Quincy R.R.....	223,019	275,797	255,730	205,825
St. Louis, Keokuk & Northwestern Railroad.....	339,597	550,269	451,117	421,025
St. Louis & Eastern R. R.....	3,849	8,337	4,031	.....
St. Louis, Chicago & St. Paul R. R.....	12,219	.....	.....	.....
Upper Mississippi River.....	52,190	54,230	51,595	18,630
Lower Mississippi River.....	281,635	342,786	392,635	445,150
Illinois River.....	4,495	5,785	7,755	4,305
Missouri River.....	4,075	12,775	29,455	19,280
Ohio River.....	.....	.....	1,000	.....
Cumberland & Tennessee Rivers.....	16,535	21,325	19,665	22,435
Red, Ouachita, Arkansas and White Rivers.....	4,150	.....	110	3,130
Total in Tons.....	5,143,336	5,991,493	6,471,969	5,729,158
Total by Rail.....	4,730,256	5,554,493	5,969,754	5,216,338
Total by River.....	363,080	436,900	502,215	512,820

BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES- FOR 1894.

AND COMPARISON WITH PREVIOUS YEARS.

**AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1894,**

FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.

BY	CARS.	TONS.	TOTAL TONS.
The St. Louis Bridge.....	74,679	851,813	1,056,913
" " By Wagon.....		204,000	467,260
Merchants' Bridge.....	41,304		989,519
The Wiggins Ferry.....	23,808	416,554	165,630
" " By Wagon.....		522,965	24,000
The Carondelet Ferry.....			87,960
Louisville, Evansville and St. Louis Ferry.....			
The Madison County Ferry.....			
Total tons West to East during 1894.....			2,060,322
" " " " 1893.....			2,518,069
" " " " 1892.....			2,942,326
" " " " 1891.....			3,007,399
" " " " 1890.....			2,736,095
" " " " 1889.....			2,144,534
" " " " 1888.....			2,104,140
" " " " 1887.....			1,723,481
" " " " 1886.....			1,622,580

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

BY	CARS.	TONS.	TOTAL TONS.
The St. Louis Bridge.....	100,344	1,721,950	2,378,950
" " By Wagon.....		667,000	835,062
Merchants' Bridge.....	50,811		1,399,500
The Wiggins Ferry.....	45,890	803,075	179,357
" " By Wagon.....		589,425	48,000
The Carondelet Ferry.....			39,873
Louisville, Evansville and St. Louis Ferry....			
The Madison County Ferry.....			
Total Tons East to West during 1894.....			4,878,742
" " " " 1893.....			5,291,175
" " " " 1892.....			5,969,810
" " " " 1891.....			5,830,706
" " " " 1890.....			4,897,358
" " " " 1889.....			4,481,842
" " " " 1888.....			4,236,761
" " " " 1887.....			4,474,531
" " " " 1886.....			4,068,165
Total both Ways 1894.....			7,565,964
" " " " 1893.....			8,109,844
" " " " 1892.....			8,232,196
" " " " 1891.....			8,828,126
" " " " 1890.....			7,652,363
" " " " 1889.....			6,626,296
" " " " 1888.....			6,830,901

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1894. Bushels.	1893 Bushels.	1892. Bushels	1891. Bushels.
Baltimore & Ohio S. W. R.R.....	11,838,975	14,066,825	12,680,925	12,078,475
Chicago, Alton & St. L. "	278,575	278,975	1,150,535	901,650
C. C. C. and St. Louis "	5,348,850	5,255,275	4,766,700	5,407,200
St. Louis and Iron M'n "	46,850	47,950	128,800	83,875
St. L., Vandalia & T. H. "	7,618,500	10,079,400	11,153,875	11,456,950
Cairo Short Line "	14,551,975	14,180,100	12,871,425	12,348,050
Wabash "	7,471,800	7,050,650	7,238,900	6,844,375
Louisville & Nashville "	6,478,100	8,128,925	6,914,407	5,932,675
L. E. and St. Louis, "	5,652,950	7,979,175	9,222,135	7,514,800
Mobile & Ohio "	2,257,300	4,845,025	4,195,061	3,618,550
Toledo, St. L. & Kan. City "	3,782,800	4,957,500	1,711,875	3,372,800
Chicago, Peoria & St. L. "	1,839,325	3,039,050	2,470,050	1,597,500
Missouri Pacific "	78,525	4,950	121,425	4,150
St. L. & San Francisco "	22,700	10,675	5,150	18,175
St. Louis & Eastern "	6,755,000	7,884,975	5,502,800	.....
St. Louis, Chicago & St. Paul.....	26,415	.....	.....	.....
From Ohio River.....	665,825	579,500	2,138,675	1,389,500
Total.....	74,644,375	88,143,851	82,302,328	72,078,225

NOTE.—Receipts of Anthracite Coal included in above receipts: 1887..... 181,600 tons.
 1888..... 136,390 "
 1889..... 121,530 "
 1890..... 194,335 "
 1891..... 139,050 "
 1892..... 187,327 "
 1893..... 173,653 "
 1894..... 186,494 "

Receipts of Coke 1879. 4,173,500 bushels, of 40 lbs.

1880. 9,547,100 "
 1881. 12,860,700 "
 1882. 10,086,800 "
 1883. 6,956,500 "
 1884. 3,190,150 "
 1885. 3,500,000 "
 1886. 5,463,950 "
 1887. 9,584,350 "
 1888. 6,757,550 "
 1889. 8,646,200 "
 1890. 9,919,850 "
 1891. 6,924,250 "
 1892. 8,914,400 "
 1893. 7,807,000 "
 1894. 6,365,900 "

Not included in receipts of Coal.

RATES OF FREIGHT BY RAIL FROM EAST ST. LOUIS TO NEW YORK, DURING 1894.

DATE.	Grain and Mill Feed. Per 100 lbs.	*Meats. Per 100 lbs.	Flour. Per bbl.	Compressed Cotton. Per 100 lbs.
January 1st to February 28th....	39	40½	58	30
February 27th to September 3d..	23	40½	46	30
September 4th to September 31st	23	35	46	30
September 22d to November 11th	23	40½	46	30
November 12th to December 31st	39	40½	53	30

* Meats in bulk 4 to 5 cents per 100 lbs. higher.

Rate on Cotton to Boston 5 cents higher than N. Y. rate.

ON OTHER FREIGHT.

To Boston..... 3 cents higher than N. Y. rate.

To Philadelphia..... 2 cents lower than N. Y. rate.

To Baltimore..... 3 cents lower than N. Y. rate.

Rate on grain from St. Louis Elevators 1½ cents per 100 pounds more than East St. Louis rate. Rate on other freight from 1½c to 2c per 100 pounds.

Rate on other heavy freight from St. Louis 2 to 5 cents per 100 pounds more than East St. Louis rate.

ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS TO SOUTHERN CITIES DURING 1894.

ARTICLES.	January 1, 1894 to December 31, 1894.		
	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel.....	30	45	45
Pork per barrel.....	55	82	82
Grain per 100 lbs.....	13	20	20
Meat packed, per 100 lbs.....	18	30	30
Meat loose, per 100 lbs.....	18	30	30
Hay per 100 lbs.....	12	20	20

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs.		Per 100 lbs.
1894.....	24.73 cts.	1896.....	39 cts.
1893.....	23.50 "	1895.....	33 1-7 "
1892 On Grain.....	26.62 "	1894.....	35 "
1891 On Wheat.....	29 "	1893.....	33 "
1891 On Corn.....	23½ "	1892.....	29½ "
1890 On Wheat.....	37½ "	1891.....	33 "
1890 On Corn.....	23½ "	1890.....	42 "
1889.....	28½ "	1879.....	33½ "
1889.....	28 "	1878.....	33 "
1888.....	29½ "	1877.....	41 "
1887.....	32 2-15 "		

RAIL TRANSPORTATION.

By C. N. OSGOOD,

Commissioner St. Louis Traffic Commission, Secretary Merchants' Exchange
Transportation Committee.

In so far as the commercial destinies of the city are conditioned by the construction, operation and development of railroad enterprises in tributary country, St. Louis has during the past year made substantial progress. Moreover, but for the disturbed financial situation which has prevailed, directly and indirectly checking work upon a variety of enterprises and rendering many already undertaken more difficult of accomplishment, the progress would have been still more marked. With the ultimate removal of the check such undertakings will undoubtedly be prosecuted with renewed vigor. Local terminal developments, wide in scope and significant in character, construction of new railway mileage in surrounding territory, improvements in train service and in the delivery of mails and freights to important sections of the country, extensions by lines whose interests are identified with St. Louis, new and advantageous traffic alliances, increased benefits in respect to freight rate adjustments, new avenues for the outlet of export as well as domestic trade—these and kindred events constitute the chronicle. In an earlier report facts have been adduced to substantiate the claim that St. Louis is “the best distributing point in the United States.” Each year also its importance as a gateway for through passenger travel east and west, north and south, is steadily increasing, and events of the past year have hastened its progress in that respect notably. The greatest need for the commercial interests of St. Louis to-day is the railroad development of the country more immediately to the south and southwest. That section is at once the despair and hope of the situation. An examination of any large-scale, accurate map of the country shows at a glance immense tracts of country in South Missouri, Northern Arkansas, Indian Territory and Oklahoma bare of railroads. This is all immediately tributary to St. Louis, and yet when contrasted with the closely gridironed country east and north of St. Louis or contiguous to any other of the chief cities of the United States, the significance of the situation is plain. It is to compare a bare outline sketch with the finished picture. From the Missouri River on the north to the

Arkansas River (in Arkansas) on the south, from the Iron Mountain Railway on the east to the St. Louis & San Francisco Railway on the west, is a great tract of practically undeveloped country, as great in extent approximately as two-thirds of the state of Illinois or the whole of the state of Indiana. Counties without railroads are the rule rather than the exception, and in the whole district (and that only in its northern half) is only one line of railroad affording direct connection with St. Louis! Certainly no other principal city of the Union has an undeveloped country of such extent at its very doors. In some sections of this great tract, notably in Oklahoma, projects for new railroad construction have within the past year been inaugurated, but the field is a wide one and its resources magnificent. Eventually its day will come, and its trade relations will center in St. Louis. But the rails of steel are the energizing influence which alone can speed that day.

The list of railroads now entering St. Louis, either directly by their own rails or by proprietary lines, is as follows:

BALTIMORE & OHIO SOUTHWESTERN (formerly Ohio & Mississippi).
 CHICAGO & ALTON.
 CHICAGO, BURLINGTON & QUINCY ("The Burlington").
 CHICAGO, PEORIA & ST. LOUIS ("J. S. E. Line").
 CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS ("Big Four").
 ILLINOIS CENTRAL (via "Vandalia Line").
 LOUISVILLE, EVANSVILLE & ST. LOUIS.
 MADISON, ALTON & CHICAGO.
 MISSISSIPPI RIVER & BONNE TERRE.
 MISSOURI, KANSAS & TEXAS.
 LOUISVILLE & NASHVILLE.
 MISSOURI PACIFIC.
 MOBILE & OHIO.
 PENNSYLVANIA CO. (via "Vandalia Line").
 ST. LOUIS & EASTERN.
 ST. LOUIS & HANNIBAL (via "Wabash").
 ST. LOUIS & SAN FRANCISCO.
 ST. LOUIS, ALTON & TERRE HAUTE ("Cairo Short Line").
 ST. LOUIS, CHICAGO & ST. PAUL ("Bluff Line").
 ST. LOUIS, IRON MOUNTAIN & SOUTHERN.
 ST. LOUIS, KANSAS CITY & COLORADO.
 ST. LOUIS, KEOKUK & NORTHWESTERN ("Burlington Route").
 ST. LOUIS SOUTHWESTERN ("Cotton Belt").
 ST. LOUIS, VANDALIA & TERRE HAUTE ("Vandalia Line").
 SANTA FE SYSTEM (via St. L. & S. F. Ry.).
 TOLEDO, ST. LOUIS & KANSAS CITY ("Clover Leaf").
 WABASH (East and West System).

And in addition the following named companies which furnish terminal and transfer facilities:

TERMINAL RAILROAD ASSOCIATION.
 ST. LOUIS MERCHANTS' BRIDGE TERMINAL.
 WIGGINS FERRY.
 ST. LOUIS TRANSFER RY.
 MADISON COUNTY FERRY.
 L. E. & ST. L. FERRY.
 CARONDELET FERRY.

TERMINAL IMPROVEMENTS.

The most notable event of the local situation has been the completion of the new Union Station, which on Sept. 1st, was formally opened for the use of the traveling public. As is widely known, the facilities heretofore available to the St. Louis railroads for handling their passenger traffic into and out of the city have of late years been altogether inadequate to the demands of the situation and have been a stumbling block in the path of progress. Undoubtedly hundreds of the travelers who have experienced the discomforts and unsatisfactory arrangements of the old "Union Depot" have subsequently avoided St. Louis as a gateway and temporary resting place in their journey and by their unfavorable advertisement have influenced many others to do likewise. For once, however, the old adage that "patient waiters are no losers" has proved true. For the new Union Station is undoubtedly not only in point of size the largest in the world, but in its design and in all its appointments is thoroughly abreast of the times, with equipments the most modern and complete in every respect, and is a place in whose construction the comfort of all classes of travel has been carefully studied. The station proper with the connecting train shed covers an area of eleven acres. Thirty tracks with a total length of nearly four miles are under roof. Other dimensions are as follows:

Square ft.

Grand Waiting Room, Main Floor.....	8,806
Ladies' Waiting Rooms, Main Floor.....	9,862
Gentlemen's Waiting Room, Main Floor.....	5,187
Dining Room, Main Floor.....	4,800
General Concourse, on Track Floor.....	8,791
Carriage Concourse, on Track Floor.....	6,716
Emigrants Waiting Room, Track Floor.....	3,182
Lunch Room, Track Floor.....	3,725
Main Ticket Office, Track Floor.....	2,004

In order that the relative size of this splendid structure compared with other notable railway stations of the world may appear, the following statistical table, compiled by the "Railway Age" is given:

Train Sheds.	Width, feet.	Length, feet.	No. Tracks.	No. Comp's.
St. Louis Union Station.....	600	630	30	21
Frankfort-on Main, Union Station.....	552	600	18	..
Union Station, Boston.....	460	500	23	2
Philadelphia Station, Pennsylvania R. R..	300	647	16	1
Philadelphia Station, Phila. & Reading....	260	800	14	1
Jersey City Station, Pennsylvania R. R....	256	653	12	1
St. Pancras Station, London.....	243	....	....	1
Grand Central Station, New York.....	200	....	....	2
Grand Central Station, Chicago.....	150	600	6	4

(A more detailed description of the station as a whole is to be found in the Report for 1892, the year in which the active work of construction was begun.)

Another notable event in the line of terminal development has been the opening up of the Burlington Route freight and passenger facilities in the north part of the city. These terminals, representing an independent investment of millions of dollars, constitute a significant attestation by one of the greatest of Western railroad systems to the importance, present and prospective, of the constantly increasing commerce of St. Louis. A detailed description of the various yards and freight warehouses comprising this great property has been given in an earlier report. Their formal opening occurred on March 4th,—the Company's new bridge across the Missouri River a few miles north of the city, affording the means of connection between these yards and the main line of the St. Louis, Keokuk & Northwestern R. R., having been then completed.

One of the chief Southwestern systems, the Missouri, Kansas & Texas, having made arrangements for the occupancy of a portion of these terminal facilities, celebrated the completion of its independent line into St. Louis—a matter of large importance to the commercial interests of the city—at about the same date. Simultaneously a handsome passenger station, adapted for the use of the suburban service, was thrown open to the public. Shortly afterwards, on May 1st, the so-called "Alton Bridge" was completed and put into operation. While at some distance from the city, this enterprise may properly be reckoned among the local terminal improvements, affording, as it does, a new and direct means of connection between St. Louis and all Illinois and northern lines of the Burlington system, and constituting a most important part of the St. Clair, Madison & St. Louis R. R., a projected belt railway to connect all East and West railroads and to develop suburban manufacturing sites and towns.

IMPROVEMENTS IN PASSENGER TRAIN SERVICE.

Much progress has been made during 1894 in improving the passenger train service, both East and West from St. Louis. Eastwardly new fast trains to New York, Boston, etc., have been put in operation, and the time of trains previously in service has been considerably shortened. New York, 1,100 miles away, is now reached in twenty-eight and one-half hours; Boston, Philadelphia, Baltimore and interior Eastern cities in correspondingly quick time. Westwardly, marked improvement has also been made, both in the number and speed of trains and in their general appointments. The time to Pacific Coast points has been reduced twelve hours, so that the traveler proceeding from St. Louis can now reach that section in three and a half days' time. A new and very direct line to Montana and the North Pacific Coast States has also been opened up, materially expediting the through service in

that direction. Additional trains between St. Louis and Chicago have also been put on, increasing the opportunities for local and through travel to consult its convenience as to the hour at which its departure from St. Louis shall be made. To the Southward also new fast trains, both east and west of the Mississippi River, have been instituted, materially expediting the delivery of mails, as well as shortening the hours of travel. The most important and comprehensive of these arrangements places St. Louis in more immediate connection with Arkansas, Western Kentucky and Tennessee, Louisiana, Texas and Mexico.

Added facilities for suburban travel in several directions have also been provided, perhaps the most noteworthy of which has been the new line of the "Burlington" between St. Louis and Alton, affording the opportunity for the development of pleasant suburban towns along the bank of the river northward from the city.

FOREIGN TRADE VIA GULF PORTS.

The natural route for the interchange of freight between the great middle section of the United States and Mexico, the West Indies and South America is via Gulf of Mexico ports. St. Louis, being the central distributing point of this whole great section, is deeply interested in the development of these routes. Increase in the volume of export and import traffic via Gulf ports tends to the material benefit of St. Louis, both directly and indirectly, and logically enhances her importance as a great commercial centre. The year 1894 has witnessed considerable progress in the direction of diverting an increased proportion of this trade to these more direct and more natural avenues. It is a significant fact that the rail distance from St. Louis to the nearest considerable Gulf port is 275 miles less than the distance from Chicago to New York via the shortest rail line. The importance of this factor in the situation will undoubtedly be realized and profited by in the coming years much more than it has been in the past. Conditions of production and distribution, the significance of which has been most marked during the past year, changes in the railroad geography of the country, the more rapid development of the country south of the Ohio River, the increasing necessity of all sections for reaching the seaboard by the shortest and cheapest routes—all these and other factors are directly contributing to that result. The progress recently made in that direction has been in many ways exceptional, and indicative of still greater progress as soon as obstacles which are at present hampering and restricting the normal progress of trade shall have been removed.

TRANSPORTATION.

THE RIVERS.

The year 1894 was more discouraging to the river interests than 1893. During the latter year navigation was seriously interrupted for some three months on account of the low stage of water, while in 1894 the period of interruption and practical suspension as to the larger boats was fully five months.

The river below St. Louis was not obstructed by ice at any time during the year.

The tonnage of the year shows a decrease of 89,715 tons as compared with 1893, and 242,825 tons as compared with 1892.

RIVER TONNAGE FOR PAST THREE YEARS.

	1894.	1893.	1892
Tons received by steamboats and barges.....	455,175	472,895	556,980
Tons received by rafts	128,335	136,510	130,227
Tons shipped by steamboat and barges.....	363,080	436,900	503,315
	<u>946,590</u>	<u>1,046,305</u>	<u>1,189,415</u>

The business of all the rivers show a decline, but the largest falling off was in the shipments to southern points, which were 60,000 tons less than the previous year.

The business of the upper river, notwithstanding the short season, was nearly as large as the previous year, while the Illinois and Missouri each show a loss of over 10,000 tons, and the Cumberland and Tennessee Rivers of about 15,000 tons.

The necessity of some immediate relief to the steamboat interests, to overcome the delays and expenses incident to low water stages, is apparent to all, if river transportation is to continue to be a factor in the freight situation of St. Louis. In this connection the following statement, prepared expressly for this report, showing what is being done by the Mississippi River Commission to give the much needing relief by the use of dredge boats, will be found interesting:

DREDGING.

The bars, which in the fall of every year make their appearance in the Mississippi River, affect navigation and commerce most seriously. The depth of water on them is at times as little as 5 feet or less, so as to not only obstruct and endanger navigation, but reduce the carrying capacity of steamers and barges, by limiting their draft, during three or four months of the year, to about one-half of that available during the other months.

Mr. H. C. Haastick, President of the St. Louis and Mississippi Valley Transportation Company, in an address made to the Mississippi River Commission in November, 1891, stated that while during a good stage of water the trip of a tow of barges from St. Louis to New Orleans could be made within five or six days, with a draft of 8 feet, that twenty-six days had been required during the low stage and with a draft of only 4 feet. It is obvious that the combined effect of retardation of travel and of carrying capacity greatly increases the cost of transportation.

The Secretary of the Mississippi River Commission, in his annual report for 1892, shows from an analysis of the data furnished him by parties engaged in the navigation of the Mississippi, that the cost of transporting (down stream) a ton of coal from St. Louis to New Orleans is 4.279 times as great when the available draft is 5' 1", as when the draft is 8' 8", and the cost of transporting a ton of freight by steamboat is 4.217 times as great with 5' 1" draft as with 8' 8" draft.

As the low water season comes about the time of the year when the demand for shipment, particularly of grain, is heaviest, the injury to commerce, in consequence of the bars, becomes apparent.

It became manifest that, since the permanent improvement of the river could not be completed for many years, an attempt ought to be made to procure at least temporary relief for navigation, by excavating practicable channels through the bars during the low water season, and in November, 1891, the Mississippi River Commission appointed a Committee of two of its members to study the subject and to report thereon.

In July, 1892, this committee made a report, in which, after discussing the difficulties attending the solution of the problem, such as the great quantity of the material to be excavated (roughly estimated at 1,000,000 cubic yards), the brief time available for the execution of this work, because all the bars appear about the same time, and the uncertainty as to the quantity which might have to be moved to keep the channel open, and after considering the different schemes for creating channels which had been proposed, such as movable dikes, scouring, or stirring, and dredging, expressed their opinion that dredging on a large scale, by hydraulic pumps, gave the best promise of success. The Commission directed them to design an experimental dredge, of suffi-

cient size and power to admit of carrying out a series of experiments, with a view to determine the comparative efficiency of two different styles of pumps which had been proposed, the proper way of manipulating the dredge, and the best method of transporting the dredged material to such points where its return to the excavated channel was not to be apprehended, and the many other questions which had to be solved before any large expenditure of money for procuring a complete dredging plant would be warranted.

The general plan of the Experimental Dredge, which was carried out, may be briefly described as follows:

The hull of the dredge is rectangular, with a raking bow. It is 140 feet in length, 36 ft. beam, 8 ft. deep, and draws about 4 feet 3 inches. It has two longitudinal bulkheads extending from stem to stern, and three transverse bulkheads. At the bow and stern are wells open at the bottom 12 feet wide, and about 30 and 40 feet long, in which the suction pipes are located.

The discharge pipe from the pump passes by a 90 degree curve into the larboard compartment of the dredge, and along the center of that compartment through the stern of the boat where it also protrudes for attaching the floating discharge pipe. To carry off the dredged material to a distance below or to the side of the line of excavation of the dredge, floating pipes 30 inches in diameter were to be used. Each pipe is about 32 feet long, and is kept afloat by two air chambers connected with each side of the 30 inch floating pipe. A plate on top of the floating pipes extends clear across the air chambers, and is connected with a stiffening I beam extending the whole length of the floating pipe. The buoyancy of the two air chambers is so adjusted that when the floating pipe is filled with clear water the top plate is 7 inches above the water surface, and the top of the 30 inch discharge pipe at the surface, and it can carry fifty per cent. of sand without sinking. The pipes are connected by coupling pins, and the joints are made by a 30 inch rubber hose 12 inches long, which allows the pipe line to be deflected into a curve and the dredged material to be discharged 400 feet on either side of the proposed channel when 1,000 feet of pipe is used.

To pull the dredge up stream, anchor piles are set 600 feet to 1,200 feet above the dredge, from which wire ropes are led to two winches placed on either side of the forward well, by means of which a slow motion is obtained, varied according to the depth of the cut and the capacity of the pump. The line of the cut is staked out from a hydrographic survey, and the dredge is kept in this line by lines attached to side piles, so that its direction shall not be affected by winds or currents. The main anchor piles are 8 inches in diameter, and 34 feet long, and the side piles are 6 inches in diameter and 25 feet long. They

are set about 15 feet in the sand, and removed, when necessary, by pumping water through them, and for these operations a scow is provided with leaders for guiding the descent of the piles and a pump for sinking and raising them.

A steamboat acting as tender moves the dredge from bar to bar, and assists in moving the pile setting scow containing the pumps and the quarter boat on which the workmen are housed. If the dredge is to be operated both night and day, it will probably be preferable to provide quarters for them on the boat.

Various appliances, such as a weighing apparatus for automatically determining the weight and consequently the percentage of sand contained in the discharge pipe, and a velocimeter for measuring the velocity of the water discharged, are provided on the dredge.

The Mississippi River Commission in May, 1892, appropriated \$35,000 for the construction of the Experimental Dredge, to which, soon afterwards, \$10,000 was added. Before the end of the year all the important parts of the dredge were under contract, and it was hoped that by April, 1893, the Experimental Dredge would be completed so that it might be practically tested in removing bars. But the fact that the different parts were built by different contractors at different places, and that the contractors found considerable difficulty in obtaining material for the work on account of the stagnation of business prevailing at that time, in spite of all efforts, delayed the completion of the dredge beyond all expectation. It had been intended to finish the Experimental Dredge at Jeffersonville, Ind., where the hull was in course of construction, but low water setting in during August, 1893, it was found necessary to tow the hull into the Mississippi River as soon as it could be launched, as otherwise it might be shut up at Jeffersonville. The hull, with nothing on board but the Edwards pump, was launched on the 24th of August, and with three barges acting as lighters, loaded with iron work, started down the Ohio River and arrived at St. Louis, September 18, 1893, after several mishaps, such as getting aground, although none of the barges, the dredge boat, or the tow-boat, "Racket," drew over 24 inches, where it was to be finished. Some of the iron work and the Reynolds pump, engines and boilers, had to be reshipped by rail from Jeffersonville to St. Louis. By pushing the work as much as possible, the Reynolds pump and engines, the suction pipe in the forward well, and all the heavy 30 inch discharge pipe, also the boilers and steam pipe, were put in place by October 30th, and some preliminary experiments were made to ascertain whether the capacity of the pumps was up to the specifications, but at first neither of the two pumps seemed to comply with the terms of the contract.

In order to make some experiments on dredging sand the dredge was taken to a sandbar near Arsenal Island, but as the river was then falling

fast and a dangerous flow of ice set in, it was decided to move the dredge into winter quarters and to continue the experiments there whenever practicable.

On the way down the dredge and the steamboats accompanying it were overtaken by heavy ice and were forced to seek an ice harbor opposite Grand Tower, so it did not arrive at Memphis until January 1st, 1894. For the next five months a number of tests were made on the efficiency of the engines, and also some experiments to ascertain their capacity for dredging sand and the best method of managing the floating pipes.

Early in July the entire dredging plant was again brought to St. Louis. After a few days spent in repairs, it was put to work on a sandbar above the Merchants' Bridge, and a regular series of experiments began. A surveying party was kept at work sounding the bar and the cut made by the dredge. Side piles were used for keeping the dredge on the line to be excavated, and the dredge was pulled up-stream by two cables attached to anchor piles. The dredge proved to be doing well, but the measurements of the quantity excavated by soundings taken before and after dredging were not very successful, as the sand shifted so rapidly as to make the results of measurements uncertain. On the other hand, the experiments on the movement of the dredge by two lines attached to anchor piles and keeping the dredge on the correct line were very satisfactory. The sinking of the floating pipe line which had given trouble before was readily prevented by the application of a baffle plate at the end of the line.

About August 8th, as the river began to fall, it was deemed desirable to move the dredge and plant to a bar where it could be used in cutting a channel which should be a benefit to navigation, and it was also desirable to operate the dredge within a reasonable distance of St. Louis, where the Committee on Dredges could readily visit it and direct the work, but on account of the fact that there was no authority and no appropriation of funds for dredging in the river above Cairo it had to be moved to Cherokee Bar, the first available one below Cairo, where the line for a new channel about 7,000 feet in length was laid out, and the dredging of a channel began; but while the dredge did excellent work in moving sand and in making a fair and practicable channel nearly the whole of the distance, the unusual velocity of the current (5 feet per second) caused the sand to fill up a portion of the channel just excavated. Another difficulty consisted in not having a sufficient length of pipe line on hand to admit of discharging the sand at a sufficient distance to the side of the line of excavation. Fifteen additional floating pipes had been contracted for, but had not yet been received, which would have brought the total length of pipe line up to 1,000 feet, and would have permitted the material to be discharged at such a distance that it could not return to the channel.

The dredge was fitted up to work only during the day, and to save time was anchored at night in the channel, which it was soon discovered caused bars to form below it. Of course, when this was discovered the dredge was moved away from the line of channel at night. Another drawback to the successful working of the dredge arose from the fact that the country in the vicinity offered no facilities for making repairs or getting supplies. Besides this, the facilities for communication between the engineer in charge and the Committee were very insufficient, so that the engineer was left almost entirely to his own resources, and could not be properly instructed and directed by the Committee.

About this time several bars above Cairo had become so shoal that navigation almost stopped, and the call for relief being loud and urgent, particularly for a channel at Devil's Island, a few miles above Cape Girardeau, and the authority for experimental work above Cairo having been obtained, the dredge and plant were moved to Cape Girardeau, where it arrived on October 17th, 1894, and after a line had been laid out for a new channel the dredge was set to work, and within forty-six working hours (five days) had cut a channel through the bar, which before dredging had at its crest only 3 feet 6 inches of water, although some unexpected difficulty was caused by the presence (in the middle of the river) of a ledge of rock, which, while it did not prevent the operation of dredging, reduced the depth to which the piles for holding the dredge could be sunk, and consequently required additional anchors to hold the dredge.

The channel was about 1,600 feet long, and extended from deep water on the down-stream side to deep water on the up-stream side, and avoided in fact two bars between Devil's Island and Cape Girardeau. Some days were spent in widening and deepening the channel, which has since been used by steamboats without interruption. Two surveys were made four and six weeks afterward. The first showed that the channel had widened at its lower portion and had deepened considerably from the effects of the current itself; the second, made after a sudden rise and fall of one foot, showed that this deepening had been partly obliterated by the current without, however, interfering with the available depth of the channel, which is now 6 feet 6 inches.

It had been intended to move the dredge to Liberty Island to repeat the operation in cutting another channel, but as the 15 additional floating pipes had been received by this time and it was desirable that the Commission which was to start on Nov. 8th, on its tour of inspection down the river, should have a chance to see the dredge at work, discharging through 1000 ft. of pipe, it was concluded to keep the dredge at Devil's Island until the Commission could arrive. It was hoped that by that time some arrangement could be made to ascertain the exact quantity of sand and water discharged by the pumps within

a given period, but when, on Nov. 9th, the steamer "Mississippi" with the Mississippi River Commission on board arrived at Devil's Island, the measuring barge was not yet in proper condition for the experiments. During their stay of several hours an additional channel was cut south of the one already excavated and the dredge worked without intermission and without a single stoppage from any cause, delivering the dredge material through 1000 ft. of pipe, so as to discharge it at a distance of 400 ft. from the line of the channel, to the perfect satisfaction of the Commission.

As it was very desirable, however, that the quantity of sand and of water should be accurately ascertained, orders were left to make such measurements as soon as practicable.

The following results were obtained while the dredge was in regular operation, the time of each test being about three and one-half minutes.

Discharge of water through 547 ft. of floating pipe (average of five experiments.)

Water and sand 59.2 cu. ft. per second, and 5.41 cu. ft. of sand, or per hour 721 cu. yds. of sand or 9.14 per cent.

Discharge of water through 1003 ft. of floating pipe (average of six experiments.)

Water and sand 45.5 cu. ft. per second, 4.01 cu. ft. of sand per second, or per hour 535 cu. yds. of sand, (8.85 per cent of sand.)

The cost of the Experimental Dredge proper was about \$74,000 including 1000 feet of floating pipe. The experiments cost to date for wages, subsistence, steamboat hire, repairs of steamers, coal, oil, repairs, etc., about \$40,000. For alterations to fit up the dredge for running night and day, for quarters for the employes on the dredge for electric lights, and to reset the Edwards pump near the bow so as to avoid the many turns in the pipe will cost about \$10,000 more, for which the money is already provided.

In regard to increase of dredge plant, the Commission, in June last resolved that a new dredge provided with two pumps similar in general respect to the Experimental Dredge be constructed, but as there appeared to be some doubt about getting the plans ready in time, and it was, moreover, believed that by inviting propositions from all constructors of dredges and similar apparatus throughout the United States, some new ideas and perhaps better methods of dredging and of disposing of the material could perhaps be developed, although the Experimental Dredge had done better work than had been expected.

The Mississippi River Commission in August, 1894, instructed the Committee on dredges to issue a circular letter to all dredge builders throughout the United States inviting them to submit plans for a dredge to be used in removing bars in the Mississippi River. In response to this circular, sent to 14 parties, five replies were received.

The Committee recommended for adoption the plan submitted by Lindon W. Bates. The Secretary of War has since then approved the selection made by the Committee and ordered that a contract be entered into with Mr. Bates for the construction of the dredge. If this contract is faithfully carried out, there will be at the next low water season two dredges ready for work on bars, to-wit, the Experimental Dredge of a capacity of 700 cu. yds. per hour and the new Dredge of 1600 cu. yds. per hour and both arranged for delivering the dredged material 1000 feet below or 400 feet to the side of the line of excavation. These dredges, however, can only be used on that portion of the river below Cairo. The river between here and Cairo will have to be provided for especially, or the authority for employing the dredges above Cairo and an appropriation for paying the expenses of the work will have to be obtained. However, to make the whole scheme of dredging channels through bars a success, two or three additional dredges will ultimately have to be constructed, and with the experience to be gained from the operations of these two dredges, it will be possible to determine more fully what plant and modes of operation are best suited to the work.

Capt. Austin R. Moore, Treasurer of the St. Louis and Mississippi Valley Transportation Company, makes the following report of the business of the Lower Mississippi:

River traffic between this city and southern points during the year 1894 has proved far from satisfactory alike to shippers and carriers. During 1893 there was a complete suspension of business on the part of the larger class of steamers and barges for a period of three months, on account of low water. This record, although phenomenal, has been increased in the year 1894 by some sixty days, thus giving five months during which this class of vessels was lying idle. Communication has been maintained after a somewhat meagre fashion by the employment of small, light-draught boats and barges between intermediate points or short trades; but this class of carriers is wholly unfitted for long hauls at the prevailing low rates of freight. Following the history of navigation back for a few fall or low water seasons, and noting the unmistakable decrease in channel depth of all rivers carrying silt in large quantities, we face the only reasonable solution of the danger, and that is dredging the channel across the several bars as they may form and appear each succeeding season. We find some encouragement in the fact that the River Commission is, by slow stages, becoming convinced that improvement must be looked for in this direction, combining, as it certainly will, efficiency and economy.

Mr. Isaac P. Lusk, General Freight Agent of the Diamond Jo Line, gives the following account of the business of the upper river:

Navigation on the Upper Mississippi River opened early in April. The first steamer for St. Paul left St. Louis April 21st. During the spring months and until July 1st there was a good freight traffic, and an increase over the year 1893. There was also an increase in the passenger traffic, and during the month of July more passengers were carried on both the through and the local packets than for the same time in several years.

Early in July the water commenced getting low, and steamers were unable to carry anywhere near their tonnage capacity or the amount of freight offered.

The water continued getting lower until all previous records were broken, and by the 31st day of July all steamers running from St. Louis to St. Paul had been laid up on account of the low water. This virtually ended the season of navigation as far as the passenger and freight traffic between St. Louis and St. Paul was concerned, although a few local packets continued to run in the short trades, also a few rafts and tow boats, but there did not occur a sufficient rise in the river after that time before navigation was closed by ice, to warrant sending any more steamers to St. Paul, thus making the shortest season of navigation on the Upper Mississippi for many years.

Mr. Jno. E. Massengale, Traffic Manager of the St. Louis & Tennessee River Packet Co. says of the Tennessee River trade:

In reviewing our record for 1894, are pleased to note a large increase over 1893 in the merchandise trade from St. Louis.

In some commodities we have brought less to St. Louis, namely lumber, in others we show an increase, mainly in cotton. Our greatest increase, however, has been in groceries, dry goods, boots, shoes and general merchandise from St. Louis up the Tennessee and Cumberland rivers.

A considerable amount of flour and grain was handled from points below St. Louis so that while our total tonnage for the year was larger than in 1893, our business from the port of St. Louis shows a decline although the way business mentioned was mostly St. Louis business.

The business of both the Missouri and Illinois rivers was light and like that of the other rivers unsatisfactory.

DEPTH OF CHANNEL SOUTHWARD.

Capt. James Good, Superintendent of the Barge Line, reports the stage of the river out to Cairo and from Cairo south, during 1894, as follows:

ST. LOUIS TO CAIRO.

January 1 to 24.....	5 feet.	July 30 to 31.....	9 feet
Jan 24 to Feb. 10 closed account ice		August 1 to 15.....	7 "
Feb'y. 10 to 31.....	6 "	" 15 to 31.....	5 "
March 1 to 10.....	8 "	Sept. 1 to 15.....	4 "
" 10 to 31.....	15 "	" 15 to 30.....	5 "
April 1 to 31.....	12 "	Oct. 1 to 31.....	4 1/2 "
May 1 to 31.....	14 "	Nov. 1 to 30.....	5 "
June 1 to 30.....	16 "	Dec. 1 to 31.....	5 "
July 1 to 20.....	12 "		

CAIRO TO NEW ORLEANS.

January 1 to 10.....	12 feet.	July 1 to 15.....	18 feet.
" 10 to 31.....	15 "	" 15 to 31.....	14 "
Feb'y. 1 to 10.....	18 "	August 1 to 15.....	10 "
" 10 to 23.....	30 "	" 15 to 31.....	7 "
March 1 to 31.....	30 "	Sept. 1 to 30.....	6 "
April 1 to 30.....	29 "	Oct. 1 to 31.....	5 "
May 1 to 31.....	28 "	Nov. 1 to 30.....	5 "
June 1 to 30.....	22 "	Dec. 1 to 15.....	6 "
		" 15 to 31.....	9 "

For the past thirty seasons navigation southward has been suspended by ice as follows:

Winter 1865-66, from December 15th to January 12th.....	27 days
" 1866-67, " December 26th to February 3d.....	38 "
" 1867-68, " January 8th to February 18th.....	40 "
" 1868-69, open all winter.....	
" 1869-70, from December 31st to December 26th.....	7 "
" 1870-71, " December 21st to January 23d.....	23 "
" 1871-72, " December 1st to 18th, and from January 30th to Feb. 24th.....	42 "
" 1872-73, from November 29th to January 20th.....	51 "
" 1873-74, open all winter.....	
Winter 1874-75, from December 30th to February 27th.....	58 "
" 1875-76, open all winter.....	
" 1876-77, from December 8th to February 5th.....	58 "
" 1877-78, open all winter.....	
" 1878-79, from December 18th to January 29th and February 14th to 17th....	46 "
" 1879-80, from December 17th to December 31st inclusive.....	15 "
" 1880-81, from Nov. 18 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to Feb. 18.....	78 "
" 1881-82, open all winter.....	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	29 "
" 1883-84, from Dec. 18 to Feb. 5.....	48 "
" 1884-85, from Dec. 19th to 30th, and 35 days in January and February.....	47 "
" 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7th to Feb. 16th.....	55 "
Winter 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27.....	49 "
" 1887-88, from Dec. 19 to Jan. 31.....	43 "
" 1888-89, open all winter.....	
" 1889-90, open all winter.....	
" 1890-91, open all winter.....	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 20th to Feb. 15.....	57 "
" 1893-94, open all winter.....	
" 1894-95, open to Dec. 31st.....	

STEAMERS AND BARGES

Permanently and temporarily enrolled at the Port of St. Louis, on the 31st day of December, 1894.

	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Perm. enrolled steam (wood).....	97	36,275.00	25,704.95
" " barges.....	83	81,124.79	81,083.95
" " steam (iron).....	4	1,660.80	1,639.52
Temporary steamers (wood).....	1	354.38	354.50
Perm. licensed steam, under 20 tons.....	7	132.62	98.63
" " Barges, ".....	2	27.79	27.79
" " Yachts under 20 tons.....	1	5.24	5.24
Grand Total 200 Vessels.		119,910.11	119,102.87

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1894.

Month.	Highest.	Date.	Lowest.	Date.
	<i>ft. 10ths.</i>		<i>ft. 10ths.</i>	
January.....	4 0	25	0 6	30
February.....	6 4	11	0 2	3
March.....	20 1	11	5 8	2,3
April.....	18 7	20	9 8	7
May.....	23 3	12	12 4	1
June.....	18 3	29	16 7	19, 20
July.....	17 0	1	8 8	31
August.....	8 8	1	3 6	31
September.....	6 1	18	3 4	8, 4
October.....	4 0	1	2 4	29, 30
November.....	3 4	9, 10	2 5	1, 2
December.....	3 7	5	1 5	30

Highest stage of water during year	29.8 feet.
Lowest ".....	0.2 "
Absolute range.....	29.6 "
Greatest monthly range.....	14.8 "
Least ".....	0.9 "
Mean Range.....	5.6 "

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark of 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo.

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1873.	April 11.	25 ft. - 5 in.	1873.	Nov. 30 and Dec. 1.	4 ft. - 8 in.
1874.	April 24.	18 ft. -11 in.	1874.	December 30 and 31.	3 ft. - 4 in.
1875.	August 3.	29 ft. -11 in.	1875.	January 3.	2 ft. - 9 in.
1876.	May 10 and 11.	32 ft. - 5 in.	1876.	February 7.	5 feet.
1877.	June 14.	26 ft. - 6 in.	1877.	October 4.	6 ft. -10 in.
1878.	June 15.	25 ft. - 8 in.	1878.	December 27.	5 ft. -11 in.
1879.	July 3.	21 ft. - 2 in.	1879.	December 28.	3 ft. - 6 in.
1880.	July 10, 11 and 12.	25 ft. - 5 in.	1880.	November 29.	2 ft. -10 in.
1881.	May 8.	33 ft. - 7 in.	1881.	February 4, 5 and 6.	7 ft. - 7 in.
1882.	July 5.	32 ft. - 4 in.	1882.	December 18.	2 ft. -10 in.
1883.	June 25.	54 ft. - 8 in.	1883.	January 12.	4 ft. - 5 in.
1884.	April 9.	28 ft. - 2 in.	1884.	January 4.	5 ft. - 4 in.
1885.	June 17.	37 feet.	1885.	December 16 and 17.	2 ft. - 1 in.
1886.	May 13.	27 feet.	1886.	December 4 and 5.	0 ft. - 0 in.
1887.	April 3.	30.5 feet.	1887.	December 26 and 27.	0.8 feet.
1888.	June 3 and 4.	29.3 feet.	1888.	January 1.	3.5 feet.
1889.	June 1.	24.4 feet.	1889.	February 27.	2.7 feet.
1890.	June 30.	30.7 feet.	1890.	December 30 and 31.	2.3 feet.
1891.	July 4.	23.7 feet.	1891.	December 6.	2.3 feet.
1892.	May 19.	36.0 feet.	1892.	December 27.	0.2 feet.
1893.	May 3.	31.5 feet.	1893.	December 9.	0.0 feet.
1894.	May 12.	23.3 feet.	1894.	February 3.	0.2 feet.

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1894—FROM WEATHER

THE CITY OF ST. LOUIS.

125

MONTH.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
January.....	2.4	2.7	2.8	2.9	3.3	3.9	3.4	3.3	3.2	2.9	2.7	2.5	2.3	2.2	1.8	1.9	2.1	2.2	2.3	2.5	3.0	3.5	3.8	+	4.0	2.9	1.8	1.1	0.7	0.6	0.9
February.....	0.3	0.3	0.2	0.4	0.5	1.5	1.8	2.5	4.4	5.0	6.4	6.1	5.2	4.3	3.3	3.6	3.8	4.3	4.5	5.2	5.5	4.8	4.7	5.0	5.0	5.2	5.2	5.3	.....	.....	.....
March.....	5.4	5.3	5.3	5.8	6.5	8.4	12.5	17.0	19.6	19.9	20.1	19.1	17.3	+	14.7	13.8	13.0	12.3	11.8	11.3	11.2	11.4	11.5	11.6	11.6	11.5	11.2	11.7	13.2	13.0	12.2
April.....	11.5	11.0	10.7	10.4	10.1	9.9	9	8	10.1	11.5	12.0	11.5	11	6	12.4	12.2	14.0	16.4	18.3	18.7	17.6	15.4	14.6	13.5	13.4	13.2	12.9	12.6	12.3	12.2	.....
May.....	13.4	13.7	14.4	14.2	14.1	14.7	16.4	18.0	19.4	20.5	22.7	23.3	21.7	20.6	19.9	19.5	19.0	18.0	16.9	16.0	15.3	14.8	14.4	14.3	14.1	14.0	13.0	13.7	13.7	14.5	17.3
June.....	18.0	17.9	17.5	17.2	17.0	17.0	17.2	17.6	17.7	17.5	17.3	17.2	17.3	17.1	17.0	17.0	16.9	16.7	16.7	16.8	16.8	16.9	17.1	17.0	16.9	17.0	17.8	18.3	17.6	.....	.....
July.....	17.0	16.8	16.4	15.8	15.6	15.9	16.2	15.6	14.6	13.8	13.4	13.2	12.8	12.0	11.4	11.0	10.5	10.3	10	2	10.1	10.0	10.0	9.8	9.5	9.2	9.1	8.9	9.3	9.2	8.8
August.....	8.8	8.7	8.5	8.4	8.2	7.8	7.5	7.1	6.8	6.5	6.3	6.1	6.0	5.8	5.5	5.2	5.1	5.0	4.9	4.7	4.6	4.5	4.5	4.2	4.1	4.0	4.0	3.8	3.7	3.7	3.6
September.....	3.5	3.5	3.4	3.4	3.5	3.8	3.8	4.2	4.7	4.6	4.5	4.6	4.5	4.3	4.4	4.7	5.5	6.1	6.0	5.6	5.2	5.1	5.1	5.4	5.3	5.5	5.6	5.2	4.8	4.4	.....
October.....	4.0	3.6	3.3	3.2	3.1	3.9	3.8	2.8	2.7	2.8	2.8	2.8	2.9	2.9	2.9	2.7	2.7	2.6	2.5	2.5	2.5	2.5	2.4	2.4	2.7	2.9	2.7	2.5	2.4	2.4	2.5
November.....	2.5	2.5	2.7	2.7	2.8	2.9	3.1	3.2	3.4	3.4	3.3	3.3	3.2	3.1	3.1	3.0	3.0	3.1	3.0	3.0	3.0	3.0	3.1	3.1	3.1	3.1	3.1	2.9	2.8	2.7	.....
December.....	2.6	2.8	2.8	3.1	3.7	3.6	3.6	3.5	2.8	2.7	2.6	2.3	2.9	2.2	2.3	2.6	2.5	2.4	2.4	2.3	2.3	2.4	2.5	2.5	2.6	2.6	2.4	2.4	2.0	1.5	1.6

+ Gauge covered with mud.

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1894.

ARRIVALS.

1894.	Upp'r Miss.	Low'r Miss.	Illinois.	Missouri.	Ohio.	Cumb & Tenn.	Total Stmr.	Barg's C'E's & Sc's	Tons of Freight Received	Tons of Lumber and logs by raft, receipt'd from upper Miss'd p.
January		30				1	31	33	3,725	
February	2	23				1	25	24	4,506	
March	37	102	11		3	16	169	165	55,335	
April	83	106	19		1	10	224	161	69,660	10,300
May	98	83	19		5	1	214	140	51,165	17,230
June	105	91	12		4	2	223	120	58,005	28,765
July	105	180	31	10		6	272	117	69,515	23,840
August	81	190	19	6		9	235	135	51,025	4,850
September	78	106	15	4		8	211	104	35,880	23,480
October	69	112	18	4		9	202	86	23,640	19,140
November	42	97	13	3		5	160	96	20,940	3,260
December	20	67	3	1		4	95	61	10,230	
Total	710	1,066	150	42	7	86	2,061	1,245	455,175	123,335

DEPARTURES.

1894.	Upp'r Miss.	Low'r Miss.	Illinois.	Missouri.	Tenn.	Ohio	White, Red & O'ch'a.	Total Dep's	Tons Ship'd
January		25				1		26	13,090
February	2	25				1		23	12,540
March	43	87	15		1		3	162	54,775
April	85	98	17		6	12	1	219	65,340
May	94	71	18		3	8		198	29,410
June	106	80	12		4	8	1	212	35,630
July	104	121	24	10	6	1		266	37,890
August	80	108	14	5	9			216	21,590
September	75	110	16	5	9			215	37,335
October	57	108	17	5	6			193	19,170
November	41	101	9	1	11			163	20,635
December	22	60	2		13			97	14,525
Total	714	994	144	40	92	2	7	1,993	363,060

ARRIVALS AND DEPARTURES FOR TWENTY-ONE YEARS.

ARRIVALS					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumber & Logs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1894	2061	1945	455,175	123,355	1894	1993	363,060
1893	2037	1003	472,885	126,610	1893	2009	456,900
1892	2063	1090	556,980	130,230	1892	2013	502,315
1891	1881	1019	450,050	143,090	1891	1845	512,380
1890	1927	1274	520,790	132,940	1890	1910	617,955
1889	2195	1474	543,990	127,695	1889	2211	712,700
1888	2079	1344	587,953	130,855	1888	2076	510,115
1887	2261	1272	652,880	213,165	1887	2222	637,080
1886	2067	1269	570,205	200,785	1886	2102	561,686
1885	1878	1080	479,065	217,990	1885	1823	534,176
1884	2048	999	520,850	240,830	1884	2018	514,910
1883	2240	1185	639,225	231,285	1883	2140	677,340
1882	2537	1310	809,080	271,490	1882	2487	769,965
1881	2436	1525	852,410	356,020	1881	2340	864,025
1880	2871	1821	893,860	198,315	1880	2268	1,068,350
1879	2360	1471	683,970		1879	2392	676,445
1878	2332	1291	714,700		1878	2348	614,675
1877	2150	680	644,485		1877	2158	597,676
1876	2192	683	688,755		1876	2118	600,225
1875	2301	743	683,525		1875	2223	639,096
1874	2332	951	732,785		1874	2364	707,325

RIVER TONNAGE BY MONTHS.

Receipts by River in Tons, 1894.

Months.	Upper Miss.	Lower Miss.	Illinois.	Missouri.	Ohio.	Cumb. & Tenn.	Lumber & Logs By Raft.	Total Tons.
January.....	.....	3,545	.....	.....	.....	180	.....	3,725
February.....	250	5,055	.....	.....	.....	200	.....	5,505
March.....	2,900	22,895	4,785	.....	13,510	11,295	.....	55,385
April.....	9,410	15,145	14,055	680	14,785	15,585	10,300	79,960
May.....	18,960	17,790	8,850	780	1,085	8,760	17,220	68,385
June.....	20,640	25,135	3,850	310	5,940	2,130	23,765	86,770
July.....	21,980	41,780	3,365	1,320	50	1,340	22,840	92,655
August.....	19,475	26,915	1,690	750	.....	2,195	4,850	55,375
September.....	7,945	23,710	1,720	665	5	1,835	23,460	59,340
October.....	2,480	18,190	1,400	825	.....	945	19,140	42,980
November.....	6,315	12,660	1,525	150	10	280	2,360	23,200
December.....	1,045	6,425	140	.....	10	2,610	.....	10,230
Total.....	111,400	219,195	41,380	5,490	35,375	42,345	128,335	538,510

TONS OF FREIGHT SHIPPED BY RIVER, 1894.

1892.	Upper Miss.	Lower Miss.	Illinois River.	Miss'ri River.	Ohio River.	Tenn. River.	White, Red & O'ch'ta Rivers.	Total Tons.
January.....	.....	12,840	.....	.....	.....	180	.....	13,020
February.....	.....	13,280	.....	.....	.....	310	.....	13,540
March.....	4,470	45,980	605	200	.....	1,510	2,010	54,775
April.....	23,220	38,920	680	500	.....	2,020	.....	65,340
May.....	7,020	27,565	735	400	.....	3,850	1,340	39,410
June.....	6,620	24,715	840	335	.....	2,840	8,00	35,650
July.....	4,505	29,725	675	635	.....	1,890	.....	37,360
August.....	1,775	17,295	290	550	.....	1,650	.....	21,560
September.....	2,345	23,450	280	680	.....	2,090	.....	27,825
October.....	800	16,335	390	600	.....	1,045	.....	19,170
November.....	1,065	16,705	.....	195	.....	880	.....	20,835
December.....	350	13,775	.....	.....	.....	400	.....	14,525
Total.....	52,190	281,635	4,495	4,075	.....	16,535	4,160	368,080

SHIPMENT OF BULK GRAIN BY RIVER TO NEW ORLEANS DURING 1894.

1894.	BOAT.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Pkge, Frt., Tons.	Bulk Grain, Tons.	Total Tons.
Jan.. 5	Sidney Dillon and barges.	37,600	14,116			1,525	1,525
" .. 10	" " " "		51,984			1,455	1,455
" .. 15	" " " "		60,623			1,700	1,700
" .. 17	My Choice and barges.....	18,086	41,000			1,690	1,690
Feb.. 10	" " " "		38,553		941	1,079	2,020
" .. 19	Sidney Dillon and barges.		35,500		572	948	1,515
" .. 27	My Choice and barges.....		60,245			1,685	1,685
Mar.. 2	Sidney Dillon and barges.		63,800		765	1,785	2,530
" .. 5	My Choice and barges.....		92,300			2,575	2,575
" .. 9	" " " "		93,000		1,300	2,600	3,900
" .. 12	" " " "	50,000	99,000			4,370	4,270
" .. 14	H. M. Hoxie and barges...	50,000	95,539			4,175	4,175
" .. 15	" " " "		40,000		2,160	1,120	3,300
" .. 22	Oakland and barges.....		46,000		800	1,175	2,655
" .. 30	Future City and barges....	30,000	171,000		816	5,289	6,205
Apr.. 5	S. H. H. Clark and barges.	70,000			1,300	2,100	3,400
" .. 12	H. M. Hoxie and barges...	20,000	94,998		1,645	2,360	4,905
" .. 19	Oakland and barges.....	110,000	25,000		1,020	4,000	5,020
" .. 26	S. H. H. Clark and barges.	78,000			2,125	2,340	4,465
May.. 2	Henry Lourey and barges.	60,000			1,080	2,500	3,580
" .. 10	H. M. Hoxie and barges...	10,000			1,235	800	1,535
" .. 18	Oakland and barges.....				2,590		2,590
" .. 29	S. H. H. Clark and barges.				3,480		3,480
June 6	Future City and barges....		40,012		2,830	1,120	3,950
" .. 14	H. M. Hoxie and barges...				1,830		1,830
" .. 22	Oakland and barges.....				1,820		1,820
" .. 30	S. H. H. Clark and barges.	40,000			2,090	1,300	3,390
July.. 11	Future City and barges....	33,500			3,170	1,155	4,325
" .. 19	H. M. Hoxie and barges...				2,270		2,270
" .. 27	Oakland and barges.....	58,300	28,700		1,610	2,550	4,160
Aug.. 8	S. H. H. Clark and barges.	27,000			1,465	810	2,275
" .. 15	My Choice and barges.....	38,975			990	1,170	2,160
Sept.. 20	" " " "	65,000				1,960	1,960
" .. 22	H. M. Hoxie and barges...	55,482			278	1,667	1,945
" .. 27	My Choice and barges.....	64,900				1,960	1,960
Nov.. 12	Henry Lourey and barges.	38,800		40,000		1,805	1,805
Dec.. 8	My Choice and barges.....	45,600				1,370	1,370
" .. 18	" " " "	46,000				1,390	1,390
" .. 24	" " " "		47,000			1,315	1,315
Total from St. Louis....		1,042,193	1,263,310	40,000	40,342	67,108	107,450
Via Belmont and Cairo, Jan.....		164,500	605,576			21,885	21,885
Feb.....			545,900			15,260	15,260
March.....			26,480			740	740
April.....		43,645				1,310	1,310
Grand Total.....		1,250,338	2,439,166	40,000	40,342	106,273	166,615

SHIPMENTS BY SOUTHERN BOATS DURING 1894.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
Apples, Bbls.....	78	1,139	210
Ale and Beer, Pkgs.....	13,666	31,444	2,173
Bagging, Pieces.....	21,422	1,780	1,941
Barley, Sacks.....	77	12	.....
Barley, Bu.....	.....	.....	.....
Barbed Wire, Lbs.....	123,000	1,132,500	149,200
Butter, Lbs.....	4,755	12,694	7,565
Bran, Sacks.....	58,450	2,063	3,527
Cattle, Head.....	.....	140	21
Corn, Sacks.....	220,628	12,733	31,976
Corn in Bulk, Bu.....	1,263,310	.....	.....
Corn Meal, Bbls.....	146,311	5,952	4,131
Cotton, Bales.....	.....	.....	.....
Cotton Seed Meal, Tons.....	.....	.....	.....
Eggs, Pkgs.....	30	9	4
Flour, Bbls.....	231,786	19,142	21,922
Hay, Tons.....	404	869	359
Horses and Mules, Head.....	518	1,210	343
Hogs, Head.....	15	23	.....
Hominy and grits, Bbls.....	18,335	252	329
Pork, Bbls.....	5,646	413	24
Hams, Lbs.....	238,887	92,610	57,867
Meats, Lbs.....	4,884,301	2,101,490	560,004
Lard, Lbs.....	3,231,581	461,165	96,534
Malt, Sacks.....	4,361	175	.....
Oats, Sacks.....	88,836	6,081	6,113
Oats in Bulk, Bu.....	40,000	.....	.....
Onions, Pkgs.....	644	573	271
Potatoes, Pkgs.....	1,301	6,633	951
Rye, Sacks.....	85	207	24
Rye in Bulk, Bu.....	.....	.....	.....
Sheep, Head.....	.....	1,836	.....
Tallow, Lbs.....	.....	.....	.....
Tobacco, Hhds.....	.....	25	.....
Tobacco, Manfd. Lbs.....	103,720	230,995	42,775
Wheat, Sacks.....	410	52	1,120
Wheat in Bulk, Bu.....	1,042,193	.....	.....
Whiskey, Bbls.....	854	1,734	61
White Lead, Lbs.....	781,600	187,940	46,740
Mdse. and Sundries, Pkgs.....	246,299	576,220	164,123
Total Tons.....	158,840	122,775	16,553

RATES OF FREIGHT, BY RIVER, FROM ST. LOUIS TO MEMPHIS, VICKSBURG AND NEW ORLEANS, DURING 1894.

DATE.	Flour and Meal, per bbl.			Pork, per bbl.			Grain, Meats and Bran, 100 lbs.			Hay per 100 lbs.		
	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.
January 1st to March 24th.....	20	35	35	30	52½	52½	12	17½	17½	12	20	20
March 24th to July 14th.....	20	35	35	30	52½	37½	12	17½	12½	12	20	17½
July 14th to December 31st.....	30	40	40	45	60	60	15	20	20	17½	20	20

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES
FROM ST. LOUIS TO NEW ORLEANS FOR FIVE YEARS.

	ON CORN, PER BUSHEL.					AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM ST. LOUIS TO NEW ORLEANS.				
	1890.	1891.	1892.	1893.	1894.	In sacks by Steam'b't. Wheat in b'lk by B'geet.				
January.....	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.*	1894.....	17 14 cts.	per 100 lbs.	5.80 cts.	per bushel.
February.....	7 "	7 "	7 "	7 "	6 "	1895.....	17 14 "	"	5.80 "	"
March.....	6½ "	6½ "	6½ "	6½ "	6 "	1896.....	16 87 "	"	5.80 "	"
April.....	5½ "	5½ "	5½ "	5½ "	5 "	1897.....	16 87 "	"	5.80 "	"
May.....	5 "	5 "	5 "	5 "	4½ "	1898.....	16 87 "	"	5.80 "	"
June.....	5 "	5 "	5 "	5 "	4½ "	1899.....	15 98 "	"	5.80 "	"
July.....	5½ "	5½ "	5½ "	5½ "	5 "	1900.....	15 98 "	"	5.80 "	"
August.....	6 "	6 "	6 "	6 "	5½ "	1901.....	16 "	"	5.80 "	"
September.....	6½ "	6½ "	6½ "	6½ "	6 "	1902.....	16 "	"	5.80 "	"
October.....	6½ "	6½ "	6½ "	6½ "	6 "	1903.....	16 "	"	5.80 "	"
November.....	6½ "	6½ "	6½ "	6½ "	6 "	1904.....	16 "	"	5.80 "	"
December.....	6½ "	6½ "	6½ "	6½ "	6 "	1905.....	16 "	"	5.80 "	"
Wheat, ½ cent per bushel more than Corn.						1906.....	16 "	"	5.80 "	"
* During September, October and November, 1894, navigation by barges was suspended on account extreme low water.						1907.....	16 "	"	5.80 "	"
Average rate of freight on wheat in cents per bushel.						1908.....	16 "	"	5.80 "	"
St. Louis to Liverpool via New Orleans.....						1909.....	16 "	"	5.80 "	"
St. Louis to Liverpool via New York.....						1910.....	16 "	"	5.80 "	"
						1911.....	16 "	"	5.80 "	"
						1912.....	16 "	"	5.80 "	"
						1913.....	16 "	"	5.80 "	"
						1914.....	16 "	"	5.80 "	"
						1915.....	16 "	"	5.80 "	"
						1916.....	16 "	"	5.80 "	"
						1917.....	16 "	"	5.80 "	"
						1918.....	16 "	"	5.80 "	"
						1919.....	16 "	"	5.80 "	"
						1920.....	16 "	"	5.80 "	"
						1921.....	16 "	"	5.80 "	"
						1922.....	16 "	"	5.80 "	"
						1923.....	16 "	"	5.80 "	"
						1924.....	16 "	"	5.80 "	"
						1925.....	16 "	"	5.80 "	"
						1926.....	16 "	"	5.80 "	"
						1927.....	16 "	"	5.80 "	"
						1928.....	16 "	"	5.80 "	"
						1929.....	16 "	"	5.80 "	"
						1930.....	16 "	"	5.80 "	"
						1931.....	16 "	"	5.80 "	"
						1932.....	16 "	"	5.80 "	"
						1933.....	16 "	"	5.80 "	"
						1934.....	16 "	"	5.80 "	"
						1935.....	16 "	"	5.80 "	"
						1936.....	16 "	"	5.80 "	"
						1937.....	16 "	"	5.80 "	"
						1938.....	16 "	"	5.80 "	"
						1939.....	16 "	"	5.80 "	"
						1940.....	16 "	"	5.80 "	"
						1941.....	16 "	"	5.80 "	"
						1942.....	16 "	"	5.80 "	"
						1943.....	16 "	"	5.80 "	"
						1944.....	16 "	"	5.80 "	"
						1945.....	16 "	"	5.80 "	"
						1946.....	16 "	"	5.80 "	"
						1947.....	16 "	"	5.80 "	"
						1948.....	16 "	"	5.80 "	"
						1949.....	16 "	"	5.80 "	"
						1950.....	16 "	"	5.80 "	"
						1951.....	16 "	"	5.80 "	"
						1952.....	16 "	"	5.80 "	"
						1953.....	16 "	"	5.80 "	"
						1954.....	16 "	"	5.80 "	"
						1955.....	16 "	"	5.80 "	"
						1956.....	16 "	"	5.80 "	"
						1957.....	16 "	"	5.80 "	"
						1958.....	16 "	"	5.80 "	"
						1959.....	16 "	"	5.80 "	"
						1960.....	16 "	"	5.80 "	"
						1961.....	16 "	"	5.80 "	"
						1962.....	16 "	"	5.80 "	"
						1963.....	16 "	"	5.80 "	"
						1964.....	16 "	"	5.80 "	"
						1965.....	16 "	"	5.80 "	"
						1966.....	16 "	"	5.80 "	"
						1967.....	16 "	"	5.80 "	"
						1968.....	16 "	"	5.80 "	"
						1969.....	16 "	"	5.80 "	"
						1970.....	16 "	"	5.80 "	"
						1971.....	16 "	"	5.80 "	"
						1972.....	16 "	"	5.80 "	"
						1973.....	16 "	"	5.80 "	"
						1974.....	16 "	"	5.80 "	"
						1975.....	16 "	"	5.80 "	"
						1976.....	16 "	"	5.80 "	"
						1977.....	16 "	"	5.80 "	"
						1978.....	16 "	"	5.80 "	"
						1979.....	16 "	"	5.80 "	"
						1980.....	16 "	"	5.80 "	"
						1981.....	16 "	"	5.80 "	"
						1982.....	16 "	"	5.80 "	"
						1983.....	16 "	"	5.80 "	"
						1984.....	16 "	"	5.80 "	"
						1985.....	16 "	"	5.80 "	"
						1986.....	16 "	"	5.80 "	"
						1987.....	16 "	"	5.80 "	"
						1988.....	16 "	"	5.80 "	"
						1989.....	16 "	"	5.80 "	"
						1990.....	16 "	"	5.80 "	"
						1991.....	16 "	"	5.80 "	"
						1992.....	16 "	"	5.80 "	"
						1993.....	16 "	"	5.80 "	"
						1994.....	16 "	"	5.80 "	"
						1995.....	16 "	"	5.80 "	"
						1996.....	16 "	"	5.80 "	"
						1997.....	16 "	"	5.80 "	"
						1998.....	16 "	"	5.80 "	"
						1999.....	16 "	"	5.80 "	"
						2000.....	16 "	"	5.80 "	"

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS
DURING THE YEAR 1894 AND PREVIOUS YEARS.

YEARS.	White Pine Feet.	Shingles. No.	Laths. No.	Pickets. No.	Logs Sup. Feet.	Yellow pine. Feet.	Poplar. Feet.	Cotton- wood. Feet.
Total, 1894.....	87,339,333	35,773,000	31,354,350	1,503,500	10,411,105	6,666	5,764,314	16,119,735
" 1893.....	82,533,776	37,095,900	27,681,750	761,540	6,973,100	.....	5,472,578	7,739,000
" 1892.....	59,405,053	25,945,500	22,305,800	690,000	7,892,880	.....	5,809,327	9,883,524
" 1891.....	80,941,799	41,037,760	30,331,050	1,114,490	5,397,190	.....	7,764,358	11,109,055
" 1890.....	71,739,010	45,449,150	16,336,650	683,688	10,095,083	257,500	10,639,000	15,586,800
" 1889.....	71,635,320	45,350,500	21,386,350	401,932	9,798,776	101,500	8,499,600	11,931,345
" 1888.....	73,311,387	25,743,600	14,650,367	273,744	8,318,800	501,000	10,571,041	8,734,000
" 1887.....	131,490,066	70,370,735	43,034,705	448,060	6,278,000	113,000	9,470,462	6,496,500
" 1886.....	124,154,170	48,453,000	37,154,600	862,330	6,609,380	73,700	8,420,462	3,925,500
" 1885.....	131,753,637	66,659,357	51,137,667	571,450	6,067,940	97,000	6,474,876	3,852,978
" 1884.....	134,769,928	74,570,533	41,327,829	316,668	5,878,711	.....	3,949,292	3,763,800
" 1883.....	129,493,659	60,066,671	28,363,100	1,101,630	5,003,146	.....	10,206,093	1,760,000

YEARS.	Cypress Feet.	Sycamore Feet.	Ash. Feet.	Oak. Feet.	Walnut Feet.	Gum. Feet.	Maple. Feet.	Hick- ory. Feet.	Cherry. Feet.	Elm. Feet.
Total, 1894.....	844,857	90,141	1,332,931	2,302,180	176,430	220,490	7,000	41,329	3,400	.....
" 1893.....	984,351	190,000	1,403,340	1,924,395	237,670	198,600	16,800	75,000	48,500	10,000
" 1892.....	985,746	151,765	2,109,733	4,406,984	610,498	411,700	99,500	67,390	11,000	235,700
" 1891.....	3,093,219	437,476	1,637,515	2,634,120	505,163	601,700	18,500	37,500	7,000	43,500
" 1890.....	1,490,800	277,690	3,959,000	3,646,243	531,585	591,000	60,400	45,000	2,250	147,200
" 1889.....	434,500	567,500	2,399,000	1,290,700	457,990	799,500	257,590	74,000	35,900	.....
" 1888.....	657,040	145,000	4,693,000	1,783,679	1,103,900	435,000	224,000	235,600	109,000	.....
" 1887.....	239,100	260,500	1,693,358	1,693,519	1,160,617	417,248	148,000	2,500	7,000	.....
" 1886.....	200,757	271,000	2,315,900	211,475	884,300	791,600	.....	13,500	.....	.....
" 1885.....	438,000	.....	1,915,900	390,000	594,775	351,730	.....	.....	.....	.....
" 1884.....	353,772	.....	2,289,187	703,403	976,433	393,636	.....	.....	.....	.....
" 1883.....	297,000	.....	4,015,000	762,450	3,383,500	857,000	.....	.....	.....	.....

RIVER ACCIDENTS, 1894.

- Jan. 1.—The towboat Beaver exploded her donkey boiler at New Orleans, killing one man; damage to boat, \$500.
- Jan. 2.—Steamer W. F. Nisbet exploded her donkey boiler in the Ohio River, killing one man; damage to boat, \$2,000.
- Jan. 4.—Steamer Smoky City sank two coal boats near Memphis; loss, \$3,400.
- Jan. 4.—Steamer John F. Walton sank a coal boat near Memphis; loss, \$1,500.
- Jan. 5.—Steamer A. L. Mason struck a snag and sank in the Lower Mississippi River; loss, \$65,000.
- Jan. 10.—The Steamer U. P. Scheneck and Louisville harbor boat Fulton collided, sinking the tow of the latter; loss, \$4,500.
- Feb. 1.—Steamer City of Vevay blew out one of her cylinder heads; damage, \$500.
- Feb. 4.—Steamer Wm. Fowler sank in the Ohio River; loss, \$4,000.
- Feb. 14.—Steamer City of Paducah collided with railroad bridge in Tennessee River near Paducah; damage, \$2,500.
- Feb. 15.—Steam tug Brierly collided with a coal barge at Cairo; was totally demolished; loss, \$10,000.
- Feb. 18.—Steamer Ohio struck a snag in the Lower Mississippi and sank; loss, \$15,000.
- Feb. 23.—The towboat Coal City struck railroad bridge at Memphis, sinking ten boats of coal; loss, \$50,000.
- Apr. 12.—The towboat Diamond was destroyed by fire in the Lower Mississippi River; loss, \$25,000.
- Apr. 30.—The towboat Time was destroyed by fire at Paducah; loss, \$50,000.
- May 1.—The towboat Iron Duke and a coal barge collided at Cairo; both sunk; loss, \$30,000.
- May 7.—Steamer City of Cairo ran through her larboard cylinder; loss, \$500.
- May 27.—Steamer Irene sank in the Kentucky River; loss, \$9,000.
- June 10.—Steamer Sunshine sank in the Kanawah River; loss, \$10,000.
- June 12.—Steamer City of Madison sank in the Ohio River; loss, \$20,000.
- June 21.—Steamer Mountaineer sank in the Kanawha River; was raised.
- July 20.—Steamer Montlith sank in the Ohio River; was raised.
- July 22.—Steamer City of Sheffield struck rocks in the Lower Ohio River and sank; was raised.

- Aug. 1.—The raftboat Reindeer sank at Dubuque; loss, \$2,500.
- Aug. 8.—Steamer Park Bluff sank in Upper Mississippi; was raised.
- Aug. 10.—Steamer J. K. Graves sank in the Upper Mississippi; loss, \$5,000.
- Sep. 13.—Steamer John H. Woods was damaged by fire at Louisville; loss, \$5,000.
- Sep. 14.—Steamer Blue Wing sank in the Lower Mississippi; loss, \$6,000.
- Sep. 21.—The Government steamer Minnetonka sank in the Lower Mississippi; was raised.
- Sep. 22.—Steamer Comet was destroyed by fire at Cincinnati; loss, \$10,000.
- Oct. 9.—The U. S. steamer General Gilmore struck a hidden obstruction in the Lower Mississippi and sank; was raised.
- Oct. 12.—Steamer E. J. Ragon sank near Louisville; was raised.
- Oct. 13.—Steamer A. S. Willis struck a hidden obstruction and sank near Cape Girardeau; loss, \$8,000.
- Oct. 15.—Steamer Allen J. Duncan sank in the Ohio River; was raised.
- Nov. 1.—Steamer John F. Allen sank in the Yazoo River; loss, \$10,000.
- Nov. 6.—Steamer Mark Winnett struck rocks and sank near Pittsburg; was raised.
- Nov. 6.—Steamer Jerrie was destroyed by fire in the Ohio River; loss, \$7,000.
- Nov. 10.—Steamer Geo. L. Bass sank in the Upper Mississippi; loss, \$700.
- Nov. 15.—The tug Wasp sank at New Orleans; loss, \$3,000.
- Nov. 16.—Steamer Delta struck rocks in the Ohio River and sank; was raised.
- Nov. 29.—The towboat John P. Thorne was destroyed by fire at Pittsburg; loss, \$3,000.
- Dec. 1.—Steamer Dora struck a snag in the Upper Mississippi and sank; was wrecked.
- Dec. 6.—Steamer John Moren struck her coal tow against a railroad bridge in the Ohio River, sinking one barge; loss, \$2,000.
- Dec. 13.—Steamer City of Paducah struck hidden obstruction in the Mississippi River near Chester and sank; was raised; damage, \$1,500.
- Dec. 14.—Steamer Allen J. Duncan sank in the Tennessee River; loss, \$6,500.
- Dec. 18.—Steamer I. M. Mason struck a snag and sank in the Monongahela River; was raised.
- Dec. 28.—The towboat Harry Brown sank a loaded coal boat at Cairo; loss, \$7,000.
- Dec. 28.—The steamer Sentell was totally destroyed by fire at New Orleans; loss, \$8,000.
- Dec. 30.—Steamer Keystone State was damaged by ice in the Ohio River; loss, \$500.

SPANISH AMERICAN TRADE.

By the St. Louis Spanish Club.

Our commerce with our southern neighbors has not been prosperous during the last half of the year just ended.

The continued fall in the price of silver, must necessarily have curtailed exportations to these countries, but when to this were added the effects of the widespread financial depression throughout Europe and the United States, together with the abrogation of our treaties of reciprocity, the situation is easily understood.

The financial system of the Spanish American Republics are all based upon the value of silver, and Brazil presents to the world the spectacle of a country enjoying a fair degree of prosperity with an inconvertible paper currency. Exchange has risen in these countries one hundred per cent, which signifies that the imported articles which cost three years ago one dollar, now costs these nations two, and that the heavy annual payments of interest on their national debts, already burdensome, have been doubled.

Prior to the repeal of the reciprocity acts St. Louis enjoyed a large and increasing trade in corn, flour, oats and bran with Cuba.

Since the 28th day of last August, on which date the Spanish Government announced the abrogation of the reciprocity treaty with this country, very little flour, and not one bushel of corn have left this city for Havana, and our exporters are informed that until some modification of the present rate of duties is obtained, this branch of commerce is at an end.

We are informed, however, that the Spanish Government proposes to admit American products to Cuba and Porto Rico on payment of the duties contained in the second column of the Cuban Tariff.

This while it will not restore us to our former position of advantage, will enable us to resume in some degree our export trade in flour with the Spanish Antilles.

St. Louis sells to Mexico and other Spanish American Republics, flour, grain, hay, vegetables, agricultural implement, milling and agricultural machinery, boots and shoes, hardware, furniture, wall paper,

stationery, wrapping paper, hams, bacon, beer, lumber, bricks, whiskey, lard, drugs, photographic supplies, carriages, wagons, and a variety of manufactured articles.

We import from the Republics of the South, coffee, sugar, wool, hennep, ixtle, fruit, woods, indigo, hides and skins, sarsaparilla, herbs and drugs, onyx, rubber, asphalt, cocoa, tobacco and other products.

Our manufacturers of machinery and hardware command an important sale in Mexico, Cuba and Central America. Our fruit trade with Mexico was greater last year than ever before, and will undoubtedly continue to increase, as orange growers in that country are beginning to regard St. Louis as one of the most favorable markets for their products.

The importation of bannanas from Central America is becoming yearly a more important branch of commerce, and several fruit firms in this city are interested in bannana plantations from which they import the fruit direct.

Much of the engraving and printing of Mexico is done in St. Louis, and by judicious advertising this industry could be greatly advanced. Orders for photographic supplies are more frequent and have been received from countries as remote as Chili and the Argentine Republic. This last named country has recently appointed a Consul to our city, and has announced through its diplomatic representative the intention of establishing more direct and profitable communication with the Mississippi Valley.

Already, at least one St. Louis house, has sent a representative to the River Plate for the purpose of acquiring trade in that region.

Our shoe manufacturing interests have an especially and inviting and lucrative field in Spanish America, but St. Louis boot and shoe manufacturers have, heretofore, made but little effort to obtain this trade.

St. Louis furniture manufacturers report a number of sales in Mexico and Central America, and express themselves as eminently satisfied with their business relations in these countries.

American furniture is better adapted to the taste and requirements of our southern neighbors than any other, and St. Louis could with little effort outstrip all competitors in this line.

In truth, there is scarcely anything which we manufacture which does not find ready and profitable sale in Spanish America. St. Louis should have the lion's share of Mexican trade, as the United States should control the commerce of this hemisphere. The geographical and industrial advantages of this city will enable us to defy all rivalry and vanquish all competition for this vast and lucrative trade if a proper effort is made to secure it. The St. Louis Spanish Club was incorporated by the merchants and manufacturers of this city for the purpose

of cultivating this trade. Much has been done by this organization in making the name and greatness of St. Louis known from the Rio Grande to Patagonia—much in affording facilities and information for commerce with the Latin-American nations—much in extending among the youth of our city a knowledge of the language of these countries, which should be now, and must inevitably become, our most valued customers.

The aims of this organization are not the pursuit of the purely selfish and sordid interests of its members; the men who compose it are profoundly convinced that if by any expenditure of time, money or endeavor they may persuade the commercial or manufacturing interests of their city of the golden possibilities of this boundless field, they will be amply rewarded, not less by the sense of patriotic duty than by the material benefits conferred upon the community of which they form a part.

The following table shows the amounts of imports and exports of Mexico during the past fiscal year, and demonstrates that the United States do more than three-fourths of all the business, both import and export, with Mexico:

IMPORTS.

	1892-'93.	1893-'94
United States.....	\$26,235,963	\$14,351,785
Great Britain.....	5,680,890	5,754,523
France.....	4,781,025	4,359,393
Germany.....	2,874,801	2,685,707
Spain.....	2,211,743	1,948,929
Belgium.....	397,583	329,945
Thirty-eight other countries.....	1,230,826	857,207
Total.....	\$43,413,131	\$30,267,489
Decrease.....		13,125,872

EXPORTS.

	1892-'93.	1893-'94
United States.....	\$63,791,741	\$60,660,243
Great Britain.....	14,767,736	11,595,518
France.....	3,736,193	2,486,866
Germany.....	3,822,700	2,833,675
Spain.....	417,458	563,581
Belgium.....	915,272	400,770
Nineteen other countries.....	553,102	857,665
Total.....	\$87,609,207	\$79,348,287
Decrease.....		8,165,920

FOREIGN GRAIN TRADE.

The direct exportation of grain via the Mississippi River, which has been for so many years an important factor in the grain trade of St. Louis, was for the year 1894 of small proportions. The export business of the whole country was less than usual, but the decrease was less from the Atlantic seaboard. The free exportation of grain from the Mississippi Valley depends almost entirely on the yield of the States west of the river. Kansas, Nebraska, Iowa and Missouri furnish the bulk of the surplus grain for export. When the crops of wheat and corn are large in these States a goodly proportion of the surplus will find its way to market by way of the Gulf. The crops of 1894 were largely deficient in Trans-Mississippi States. In fact, the almost complete failure of the corn crops of Kansas and Nebraska, and the partial failure in Iowa and Missouri, made prices of this important staple west of the Mississippi River above export value, while the better crops of the States east of the river furnished corn to the Eastern seaboard at less than it could be laid down at New Orleans or any other Gulf port. The same was true of wheat, but not to so great an extent. Another factor was the low rates of freight from States east of the river to the Atlantic seaboard, and to some extent from Missouri River points. The average rate of freight on wheat from St. Louis to Liverpool via New Orleans for the year was 11.69 cents per bushel, against 18.71 cents via New York. But during June, July, August, November and December rates were made from the West to Liverpool that were less than the water rate via New Orleans. This condition, however, was exceptional, and is only possible when freights are scarce and competition active. A proportionate rate to St. Louis would have diverted freight to the river route, for under normal conditions the water route is always the lowest.

The low water that prevailed during nearly five months of the year added to the difficulties of the situation. It is hoped, however, that by another season this difficulty will be at least partially removed by operation of the dredge boats now being constructed by the Mississippi River Commission.

The shipments from St. Louis amounted to 2,345,503 bushels of wheat and corn, in addition to which 208,145 bushels of wheat and 1,175 bushels of corn were taken from Belmont, Mo., having been forwarded thence by rail.

In addition to shipments Southward, 406,776 bushels of wheat and 1,942,595 bushels of corn were exported direct via Atlantic ports.

FOREIGN SHIPMENTS OF FLOUR AND GRAIN
ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS
AND RIVER

FOR THE YEAR 1894.

DESTINATION.	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Oats, bushels.
To England	194,487	177,280	792,769	.....
" Germany	4,909	.....	.....	.....
" France .....	.....	.....	.....	.....
" Scotland	108,595	.....	.....	.....
" Ireland	66,900	.....	.....	.....
" West Indies	125	.....	.....	.....
" Denmark	3,018	.....	.....	.....
" Norway	46,305	.....	.....	.....
" Holland	12,089	421	.....	1,570
" Belgium	23,981	.....	440	.....
" Spain	350	.....	.....	.....
" Wales	140	.....	.....	.....
" Switzerland .....	.....	.....	.....	.....
" Sweden	2,145	.....	.....	.....
" Nova Scotia	600	.....	.....	.....
" Newfoundlan.d	19,670	.....	.....	.....
" Canada	1,890	.....	3,582	.....
" Cuba	120,991	.....	430,385	33,062
" Central America	7,769	.....	.....	.....
" South America	5,923	.....	.....	.....
" Porto Rico	1,154	.....	.....	.....
" Finland	315	.....	.....	.....
" Seaboard for Export	13,103	229,496	715,470	.....
Total for Export by Rail	634,682	407,197	1,942,596	34,662
Total for Export by River .....	.....	1,042,197	1,263,810	40,000
Totals	634,682	1,449,394	3,205,906	74,662

EXPORTS OF WHEAT FROM THE UNITED STATES.

FROM	1891. Bushels.	1892. Bushels.	1893. Bushels.	1894. Bushels.
New York.....	45,259,966	45,312,553	36,437,499	22,913,106
San Francisco.....	16,327,640	28,039,572	18,052,294	11,876,083
Baltimore.....	16,661,559	16,074,292	13,048,702	8,448,448
Philadelphia.....	9,964,024	6,876,608	5,657,398	4,204,412
New Orleans.....	14,267,443	10,336,196	12,896,734	2,925,541
Duluth and Superior.....	1,160,013	1,139,351	648,471	2,789,432
Willamette.....	5,244,729	5,920,590	5,504,970	6,266,998
Boston.....	6,375,123	2,196,782	3,934,125	3,861,876
Yorktown (Newport News).....	2,323,824	1,814,024	2,079,060	2,365,492
Puget Sound.....	2,078,530	5,600,991	3,594,375	4,567,264
Chicago.....	2,121,739	1,128,915	1,422,770	1,544,462
Galveston.....	377,885	.....	1,310,960	135,137
All other districts.....	2,386,566	2,881,237	3,790,221	626,389
Total bushels.....	125,518,441	129,638,934	108,377,569	72,523,369

EXPORTS OF CORN FROM THE UNITED STATES.

FROM	1891. Bushels.	1892. Bushels.	1893. Bushels.	1894. Bushels.
New York.....	13,145,268	18,293,333	13,551,247	11,013,265
New Orleans.....	1,912,173	7,380,678	6,506,333	5,441,448
Baltimore.....	4,096,234	18,895,907	7,486,403	7,768,377
Boston.....	3,946,411	2,811,277	5,505,966	3,896,933
Philadelphia.....	2,782,578	19,454,590	3,965,406	2,529,809
Yorktown (Newport News).....	682,260	1,026,098	2,560,088	4,822,738
Chicago.....	2,099,759	2,251,094	7,832,350	1,649,408
Miami.....	160,064	244,433	882,233	664,752
Galveston.....	.....	14,775	98,506	5,412
Norfolk.....	.....	.....	.....	1,044,988
All other districts.....	1,867,124	7,098,884	6,735,384	2,969,581
Total bushels.....	30,691,851	77,471,179	55,143,918	41,806,711

**STATEMENT OF BULK GRAIN EXPORTED FROM NEW ORLEANS, DURING
1894 AND COMPARISONS FOR PREVIOUS YEARS.**

To	1894 Corn.	1894 Wheat.
England	1,246,674	1,572,636
Germany	1,398,738	184,827
France	1,235,280	766,206
Denmark	962,826	.....
Holland	227,186	55,599
Spain	105,679	268,637
Belgium	66,038	37,766
Scotland	26,500	.....
Total bushels, 1894	5,263,571	2,685,670
Total bushels, 1893	6,237,388	12,791,477
Total bushels, 1892	6,791,233	14,334,496
Total bushels, 1891	1,941,853	10,014,351
Total bushels, 1890	11,978,678	1,858,753
Total bushels, 1889	13,601,880	1,067,864
Total bushels, 1888	5,599,663	1,056,892
Total bushels, 1887	7,201,231	4,390,126
Total bushels, 1886	6,155,943	968,626
Total bushels, 1885	7,529,257	24,148

**SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS
FOR TWENTY YEARS.**

Year.	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
1894	1,042,193	1,263,310	.....	40,000	2,345,503
1893	3,710,360	3,398,808	.....	75,430	7,079,598
1892	5,149,708	3,323,645	.....	36,587	8,414,940
1891	6,940,215	1,482,781	45,800	.....	8,468,846
1890	1,409,440	8,717,849	.....	89,960	10,217,244
1889	1,651,950	12,396,955	17,433	89,707	14,156,046
1888	1,247,952	5,844,042	.....	180,584	7,262,578
1887	3,973,737	7,865,340	.....	217,792	11,556,799
1886	743,439	7,501,730	.....	598,753	8,844,924
1885	50,000	8,180,089	26,093	401,787	8,667,919
1884	1,318,688	4,496,785	344,864	487,921	6,647,558
1883	1,435,043	9,029,509	205,430	389,896	11,069,598
1882	6,637,391	2,529,712	15,994	150,320	8,333,417
1881	4,197,961	8,640,790	22,423	182,893	12,963,947
1880	5,913,373	9,804,393	45,000	.....	15,762,664
1879	2,390,897	3,585,589	157,424	30,928	6,164,838
1878	1,876,639	2,857,066	609,041	108,867	5,451,603
1877	351,453	3,578,057	171,843	.....	4,101,353
1876	37,142	1,737,237	.....	.....	1,774,379
1875	135,961	172,617	.....	.....	308,578

**CAPACITY OF THE ST. LOUIS & MISSISSIPPI VALLEY TRANSPORTATION CO.
"BARGE LINE."**

Tow Steamers	10
Barges	80
Capacity for bulk grain, to float at one time	4,000,000 bushels
Capacity for moving to New Orleans monthly	2,500,000 bushels

**AVERAGE RATES OF FREIGHT ON WHEAT IN CENTS, PER BUSHEL
BY STEAMER FROM ST. LOUIS TO LIVERPOOL
VIA NEW ORLEANS, 1894 AND 1893.**

Month.	St. Louis to N. O. pr bush		N. O. to Liver- pool pr bush.		Total St. L. to Liverpool.	
	1894.	1893.	1894.	1893.	1894.	1893.
January.....	7½	7½	9—10	8½	17	15
February.....	6½	7½	8—9½	8½	15½	16
March.....	5½	6½	7—9½	7	13½	13½
April.....	5½	5½	7½	7½	9½	13
May.....	5	5½	4—6½	6	10½	11½
June.....	5	5½	2—3	7	7½	12½
July.....	5½	6	3—4	7	9	13
August.....	6	6½	4—5	10	10½	18½
September.....	*	7	4—4½	9	10½	16
October.....	*	7	1½—3	9½	8½	16½
November.....	*	7	7—8	9½	14½	16½
December.....	6½	7	8—9	9½	15	16½

*During September, October and November, navigation was suspended on account of ice.

**AVERAGE RATES OF FREIGHT ON WHEAT IN CENTS, PER BUSHEL
FROM ST. LOUIS TO LIVERPOOL VIA RAIL TO NEW YORK
DURING 1894 AND 1893.**

Month.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1894.	1893.	1894.	1893.	1894.	1893.
January.....	17.40	17.40	6½	3	23.65	20.40
February.....	17.40	17.40	4½	3½	22.15	20.65
March.....	18.80	17.40	4½	2½	18.43½	20.15
April.....	18.80	17.40	4½	2½	18.06	20.02½
May.....	18.80	17.40	2½	3½	16.17½	21.15
June.....	18.80	17.40	3½	5½	17.80	22.7½
July.....	18.80	17.40	2½	6½	16.67½	23.90
August.....	18.80	17.40	1½	7½	15.42½	24.53½
September.....	18.80	17.40	1½	4½	15.55	21.77½
October.....	18.80	17.40	2½	5½	16.06	22.65
November.....	16.20	17.40	5½	6	21.83½	23.40
December.....	17.40	18.90	5½	5½	23.27½	19.77½

**AVERAGE RATE OF FREIGHT ON WHEAT PER
BUSHEL BY STEAMER FROM NEW ORLEANS
TO LIVERPOOL DURING 1894 AND 1893.**

Month.	Rate in Cents.	Rate in Cents.
	1894.	1893.
January...	9c. to 10c.	7 to 10
February...	8c. to 9½c.	7 to 10
March.....	7c. to 9½c.	7
April.....	7½c.	7 to 8
May.....	4c. to 6½c.	6
June.....	3c. to 3c.	7
July.....	3c. to 4c.	7
August.....	4c. to 5c.	9 to 11
September...	4c. to 4½c.	9
October....	1½c. to 3c.	9 to 10
November..	7½c. to 8c.	9½
December..	8c. to 8c.	9½

**AVERAGE RATE OF FREIGHT ON WHEAT
PER BUSHEL BY STEAMER FROM NEW
YORK TO LIVERPOOL DURING 1894 AND 1893.**

Month.	Rate in Cents.	Rate in Cents.
	1894.	1893.
January...	6½c.	3
February...	4½c.	3½
March.....	4½c.	2½
April.....	4½c.	2½
May.....	2½c.	3½
June.....	3½c.	5½
July.....	2½c.	6½
August....	1½c.	7½
September..	1½c.	4½
October....	2½c.	5½
November..	5½c.	6
December..	5½c.	5½

AVERAGE RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA
RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1877	21	8½	41	.....	.....
1878	17½	7½	38	.....	.....
1879	18	7½	33½	.....	.....
1880	19	8½	42	.....	.....
1881	20	6	32	.....	.....
1882	20	6 5-12	29½	22 2-3	23½
1883	17½	5½	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21½
1885	15	6 2-5	22 1-7	15 1-9	20½
1886	16	6½	29	16 1-6	24
1887	18½	6	32 2-15	15	24½
1888	15	6½	*29½	15 1-6	22.95
1889	17.98	5.95	28½	17 1-3	24.97
1890	15.66	6.58	27½	14 1-3	21.48
1891	16.28	6.87½	29	16 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.73
1894	17.14	5.89	24.78	11.69	18.71

*These figures represent published rates. At times during the year the rate was as low as 20c. per 100 lbs., making the average rate St. Louis to Liverpool via New York at times as low as say 17½ cents per bushel on wheat.

COTTON.

The cotton business of St. Louis for the year ending August 31, 1894, shows a marked increase over 1893, although less than in 1892. The gross receipts reached 625,421 bales, of which 462,082 bales were through shipments, and 163,389 bales local receipts. The local receipts do not indicate the total amount of business done by St. Louis factors and buyers, for the reason that a portion of the through shipments were for St. Louis account, and were billed directly through to the seaboard or to Europe, on account of favorable freight rates.

The position of all cotton markets is based on the gross receipts, therefore St. Louis is entitled to take rank as the largest interior cotton market in the country.

One of many advantages that St. Louis offers as a cotton market is that here can be obtained all advances necessary to make the crop and move it to market, and further St. Louis is the best place in the Mississippi Valley to purchase the supplies required by the South.

The question of erecting a large cotton mill in St. Louis has received much attention of late. The advantages to be derived from the saving of transportation, both in receipts of the raw material and distribution of the manufactured product, are evident. It is highly probable that before the close of another cotton year, this project will have taken definite shape.

The statistics of the years business show that as usual the largest receipts came from Arkansas and Texas, the amount being respectively, 269,857 and 231,924 bales. The receipts from States east of the river show considerable increase. The amount reported direct was 178,839 bales, of which 171,205 bales went to England. Attention is called to the details of the movement as given on following pages, which has been carefully compiled.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

Season.	Gross Receipts, bales.	Through Shipments bales.	Net Receipts, bales.
1893-94 - - -	625,421	462,032	163,389
1892-93 - - -	474,024	301,186	172,838
1891-92 - - -	723,628	425,737	297,891
1890-91 - - -	706,469	400,454	306,015
1889-90 - - -	588,910	311,823	227,087
1888-89 - - -	584,572	323,819	260,953
1887-88 - - -	520,292	271,028	249,264
1886-87 - - -	411,832	167,698	244,134
1885-86 - - -	472,682	246,017	226,665
1884-85 - - -	291,056	103,312	187,744
1883-84 - - -	297,122	80,599	216,523
1882-83 - - -	456,858	160,098	296,760
1881-82 - - -	369,579	129,060	240,519
1880-81 - - -	398,939	97,586	301,353
1879-80 - - -	496,570	172,286	324,284
1878-79 - - -	335,799	117,088	218,716
1877-78 - - -	248,856	61,561	187,295

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1893-94.

Months.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1893.....	1,142	2,029	3,171	12,819
October.....	28,502	46,091	74,593	45,205
November.....	58,225	141,524	199,779	106,031
December.....	47,256	116,814	163,570	153,431
January, 1894.....	14,160	56,316	70,476	73,147
February.....	8,166	29,535	37,691	33,421
March.....	6,848	29,313	35,156	38,427
April.....	2,720	24,678	27,398	42,022
May.....	1,261	11,325	12,496	20,338
June.....	666	2,879	3,545	9,561
July.....	254	1,231	1,485	8,166
August.....	164	907	1,071	9,724
Total bales	163,389	462,032	625,421	612,333

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

Routes.	1893-94.	1892-93.	1891-92.
St. Louis, Iron Mountain & Southern R.R.	271,267	250,465	412,633
Missouri Pacific	20	1,698	3,292
Mobile & Ohio	114,318	92,652	105,946
St. Louis and San Francisco	70,350	56,764	111,850
Cairo Short Line and Illinois Central	17,306	21,068	66,723
Chicago & Alton Railroad (West)	51	1,785	898
Wabash Railroad (West)	247	5,457	6,773
*Keokuk & Northwestern Railroad	75,230	3,498	4,704
Louisville and Nashville .....	.....	222	294
Lower Mississippi River Boats	2,137	3,605	3,167
Cumberland and Tennessee River Boats	1,308	1,250	2,444
Southwestern R.R.	35,899	33,586	.....
Missouri, Kansas & Texas Railroad	37,228	.....	.....
Total bales	625,421	474,024	723,628

* From September 1st to Jan. 1st the receipts from M., K. & T. R. R. were delivered by the Keokuk Line, and are credited to that road.

STATEMENT SHOWING THE SOURCES OF SUPPLY OF
COTTON FOR FIVE YEARS.

	1893-94. Bales.	1892-93. Bales.	1891-92. Bales.	1890-91. Bales.	1889-90. Bales.
From Arkansas.....	269,857	230,571	387,492	575,925	812,348
" Texas.....	251,924	147,667	163,483	140,450	122,684
" Missouri.....	12,144	15,662	27,391	28,963	11,609
" Tennessee.....	32,414	35,337	38,447	43,296	26,881
" Mississippi.....	43,746	26,747	49,010	63,408	42,750
" Indian Territory.....	10,269	7,973	15,068	15,448	10,177
" Alabama.....	9,523	8,449	28,922	35,489	11,638
" Kentucky.....	1,067	80	170	474	241
" Louisiana.....	14,130	11,110	12,795	12,333	844
" Kansas.....	44	106	230	464	248
" Oklahoma.....	304	524	1,731	569	....
Total Receipts.....	625,421	474,024	723,628	706,469	538,910

DIRECTION OF SHIPMENTS.

	1893-94. Bales.	1892-93. Bales.	1891-92. Bales.	1890-91. Bales.
For Export to England.....	171,205	86,545	176,494	185,493
" Germany.....	5,907	5,517	11,329	10,583
" France.....	603	6,976	4,854	9,919
" Belgium.....	924	600	1,643	4,686
" Holland.....	100	.....	.....	890
" Russia.....	.....	.....	887	2,060
" Italy.....	.....	234	458	300
" Switzerland.....	.....	900	50	14
" Scotland.....	.....	.....	.....	.....
" Austria.....	.....	.....	.....	95
" Saxony.....	.....	.....	.....	253
" Nova Scotia.....	100	.....	.....	.....
" Ireland.....	.....	.....	.....	500
Total Exported by rail via Atlantic seaboard.....	178,839	100,072	195,678	214,253
Shipments Eastward, by rail for consumption..	401,223	374,275	448,792	442,680
to Canada.....	28,944	24,576	36,214	36,874
Southward by New Orleans boats.....	.....	.....	.....	.....
" by rail, local.....	710	680	1,303	735
Westward by rail and boats.....	5	50	906	368
Northward by boat and rail.....	2,611	1,045	2,894	810
Total Shipments.....	612,332	500,898	685,769	696,730

SHIPMENTS OF COTTON BY EACH ROUTE FOR FOUR COTTON YEARS.

ROUTE.	1893-94. BALES.	1892-93. BALES.	1891-92. BALES.	1890-91. BALES.
Baltimore & Ohio Southwestern.....	10,045	22,633	55,271	38,015
Cleveland, Cin., Chicago & St. Louis Road..	72,489	42,416	136,274	66,347
Wabash Railway.....	116,041	84,000	74,881	118,702
Vandalia Road.....	180,792	155,764	140,039	217,589
Chicago, Peoria & St. Louis Railroad.....	337	799	2,763	599
Chicago & Alton Road.....	141,823	121,087	127,797	188,808
Louisville & Nashville Road.....	900	927	1,122	266
Cairo Short Line.....	.....	1,708	184	335
Toledo, St. Louis & Kansas City Road.....	77,367	70,294	143,200	107,175
Chicago, Burlington & Quincy Road.....	2,243	799	83	755
Mobile & Ohio Road.....	.....	25	.....	21
Louisville, Evansville & St. Louis Road..	510	153	3,323	6,373
St. Louis, Iron Mountain & South'n R.R.....	.....	.....	.....	113
Keokuk & St. Louis Road.....	.....	179	.....	.....
Upper Mississippi River Boats.....	81	67	48	55
New Orleans Boats.....	.....	.....	.....	.....
By Rail westward.....	5	50	906	368
Total.....	612,332	500,898	685,769	696,730

COMPARATIVE STATEMENT.

RECEIPTS, SHIPMENTS, STOCK, AND CONSUMPTION OF COTTON FOR FIVE YEARS

	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.
Receipts	625,421	474,006	723,628	706,469	538,910
Stock on hand Sept. 1	19,502	46,402	10,735	574	512
Pickery Cotton		2,315	2,051	2,492	.....
Total bales.....	644,923	522,723	736,414	709,535	539,422
Shipments	612,352	500,898	685,789	695,790	535,695
City consumption		372	2,788	2,021	2,000
In Compresses August 31	17,899	19,502	46,402	10,735	574
Unaccounted for	14,692	1,951	355	1,059	1,153
Burned			1,180	.....	.....
Total bales.....	644,923	522,723	736,414	709,535	539,422

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1894	168,571	170,201	17,899
1893	177,834	204,734	19,502
1892	810,344	274,677	46,402
1891	309,278	299,112	10,735
1890	231,288	231,266	574
1889	270,848	274,246	512
1888	256,809	257,044	3,910
1887	258,234	264,110	4,140
1886	240,183	231,868	9,924
1885	203,584	203,493	1,609
1884	228,414	231,484	1,518
1883	304,300	301,451	4,688
1882	249,115	265,637	1,739
1881	317,195	316,537	8,225

COMMERCIAL CROP BY STATES, IN THOUSANDS, AS REPORTED BY THE
NEW ORLEANS COTTON EXCHANGE.

	1893-4.	1892-3.	1891-2.
Alabama	925	640	1,000
Arkansas	625	615	900
Florida	50	45	60
Georgia	1,125	830	1,100
Louisiana	400	445	735
Mississippi	916	870	1,340
North Carolina	425	325	400
South Carolina	750	550	700
Tennessee	275	280	400
Texas and Indian Territory	2,059	2,100	2,400
Total crops—bales	7,550	6,700	9,035

TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.

MONTHS.	1893-94.		1892-93.		1891-92.		1890-91.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September	7½	8½	7	7½	8	8½	9½	10½
October	7 11-16	8½	7 9-16	7½	8	8 7-16	9 9-16	10
November	7½	7 13-16	7½	10	7½	8	9	9 9-16
December	7½	7 9-16	8½	10	7 8-16	7 9-16	8½	9 1-16
January	7 5-16	7½	9 7-16	9 13-16	6½	7 3-16	9	9½
February	7½	7½	9	9 7-16	6 9-16	6 15-16	8 13-16	9 1-16
March	7½	7½	8½	9½	6 5-16	6 9-16	8 11-16	8½
April	7½	7½	7 11-16	8½	6 5-16	7 1-16	8½	8½
May	7 3-16	7	7½	7½	7	7½	8½	8 7-16
June	7 1-16	7 3-16	7 7-16	7½	7½	7 9-16	8	8½
July	6 15-16	7 1-16	7½	7½	7	7 8-16	7 13-16	8
August	6½	6½	7	7 9-16	7	7 3-16	7 13-16	8

	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.	1887-88.
Average weight per bale..	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
St. Louis receipts	507.16	507	511	510.50	510.50	504	500.90
Crop of United States	499.37	500.37	498.77	498.81	496.13	496.79	495.36

THE CROP OF THE UNITED STATES FOR 62 YEARS IN BALES.

1830-31, 1,068,844	1843-44, 2,030,400	1856-57, 3,093,737	1869-70, 3,114,592	1882-83, 6,949,756
1831-32, 987,477	1844-45, 2,394,503	1857-58, 3,227,339	1870-71, 4,317,006	1883-84, 5,713,200
1832-33, 1,070,438	1845-46, 2,100,537	1858-59, 4,018,914	1871-72, 2,971,351	1884-85, 5,706,165
1833-34, 1,205,394	1846-47, 1,778,631	1859-60, 4,861,292	1872-73, 3,874,559	1885-86, 6,575,691
1834-35, 1,254,328	1847-48, 2,030,786	1860-61, 3,849,469	1873-74, 4,170,388	1886-87, 6,505,087
1835-36, 1,390,725	1848-49, 2,806,938	1861-62, no record	1874-75, 5,827,845	1887-88, 7,046,833
1836-37, 1,422,930	1849-50, 2,233,718	1862-63, no record	1875-76, 4,632,313	1888-89, 6,938,290
1837-38, 1,801,497	1850-51, 2,454,257	1863-64, no record	1876-77, 4,474,069	1889-90, 7,313,726
1838-39, 1,990,632	1851-52, 3,126,310	1864-65, no record	1877-78, 4,773,885	1890-91, 8,655,518
1839-40, 2,177,835	1852-53, 3,416,214	1865-66, 2,277,683	1878-79, 5,074,155	1891-92, 9,035,379
1840-41, 1,034,915	1853-54, 3,074,979	1866-67, 2,292,660	1879-80, 5,761,252	1892-93, 6,706,365
1841-42, 1,653,574	1854-55, 2,982,634	1867-68, 2,559,241	1880-81, 6,605,750	1893-94, 7,549,817
1842-43, 2,578,875	1855-56, 3,665,657	1868-69, 2,433,770	1881-82, 6,456,048	

GENERAL CROP MOVEMENT, SEASONS 1892-93 AND 1893-94.

From New Orleans Cotton Exchange Report.

CONSUMPTION UNITED STATES.

	1892-93. Bales.	1893-94. Bales.
Total Crop United States.....	6,700,365	7,549,817
Stock at Ports beginning of year.....	419,221	242,631
TOTAL SUPPLY—	7,119,586	7,792,448
Exported during year.....	4,388,867	5,222,197
Sent to Canada.....	58,971	65,690
Burnt at Delivery Ports.....	483	1,086
Stock at close of year.....	242,631	188,787
	4,688,452	5,472,760
Total takings for consumption	2,431,134	2,819,688
Of which—Taken by spinners in Southern States, Total.....	743,848	718,515
Taken by Northern spinners.....	1,687,286	1,601,173

STATEMENT SHOWING THE ENTIRE RECEIPTS.

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
Chicago & Alton R.R. (Mo. Div.)	19,010	249,696	263,800	455,170	9,800	.....
Missouri Pacific R. R.	497,831	1,705,040	8,566,290	658,745	14,000	1,500
St. Louis and San Francisco R. R.	28,845	1,288,539	98,700	238,675	1,400	730
Wabash R. R. (West)	183,702	1,099,319	1,649,905	1,486,070	19,008	62,260
St. Louis, Kas. City & Colo. R. R.	.....	323,308	8,175	8,300	.....	.....
Mo., Kansas & Texas R. R.	10,808	777,309	231,705	101,240	.....	.....
St. Louis Southwestern R. R.	.....	3,600	.....	.....	.....	.....
St. L., Iron Mount. & So. E. R.	2,235	141,800	233,740	8,320	.....	117
St. L., A. & T.H. R.R. (Vairo Sher. L.)	37,006	581,406	22,400	11,215	.....	.....
Illinois Central R. R.	.....	32,107	.....	.....	.....	.....
Louisville & Nashville R.R.	1,925	55,645	18,020	.....	.....	.....
Mobile & Ohio R. R.	3,595	147,585	9,500	.....	.....	.....
Louisville, Evansville & St. L. R.R.	40,531	106,622	16,100	5,500	.....	.....
Baltimore & Ohio S. W. R. R.	3,518	103,350	65,275	40,360	700	.....
Chicago & Alton R. R.	7,845	54,400	765,855	491,700	3,358	15,000
Cleveland, Cin., Chi. & St. L. R.R.	183,030	162,600	256,200	323,960	9,100	.....
Vandalia & Terre Haute R. R.	32,875	62,409	140,700	257,150	12,600	37,617
Wabash R. R. (East)	7,430	135,500	422,800	555,500	.....	.....
Toledo, St. Louis & Kan. City R.R.	2,950	40,950	25,200	88,000	2,800	.....
Chicago, Peoria & St. Louis R. R.	9,170	47,450	280,400	871,450	16,100	1,420,800
Chicago, B. & Q. R. R.	51,500	61,100	3,903,150	1,265,000	42,700	234,750
Keokuk & St. Louis R. R.	105,215	697,525	5,440,425	2,909,500	6,300	239,500
St. L., Chicago & St. Paul R. R.	3,150	9,100	178,200	4,300	.....	.....
Upper Mississippi River.	59,638	306,580	35,660	97,490	1,268	.....
Lower " "	17,648	1,064,180	42,485	535	175	960
Illinois " "	695	247,660	122,650	17,315	729	.....
Missouri " "	.....	128,053	18,660	1,259	257	194
Ohio, Cumb. & Tenn. Rivers	.....	2,754	.....	.....	.....	.....
By Wagon	.....	328,478	500,000	300,000	.....	.....
Total Receipts	1,261,309	10,008,242	23,546,945	10,196,605	140,225	3,083,438
Sold direct from country points	1,800,000	.....	.....	.....	.....	.....
Flour manufactured	1,656,645	.....	.....	.....	.....	.....
In Store, January 1st, 1894	60,015	6,572,312	860,068	51,017	3,968	54,367
Total movement	4,777,969	16,575,554	23,897,013	10,247,622	144,233	3,137,796

MOVEMENT IN FLOUR AND GRAIN FOR 1893.

SHIPMENTS.

By—	Flour, Bbls.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Rye, Bush.	Barley Bush.
Chicago & Alton R.R. (Mo. Div)	797			1,085		
Missouri Pacific R. R.	2,348	1,392	3,833	39,876	547	4,248
St. Louis and San Francisco R.R.	31,751		1,401	17,624	2,187	5,437
Wabash R. R. (West)	1,221	2,150	7,508	30,671	940	
St. Louis, Kansas City & Col. R. R.	145		720	7,284		
Missouri, Kansas & Texas R. R.	1,031		90	1,181		
St. Louis Southwestern R. R.	52,304	3,130	1,551	2,477	9	
St. Louis, Iron Mount. & So. R.R.	416,635	219,832	7,154,071	358,755	747	4,080
St. L., A. & T. H. Cairo Short Line	40,338	145,098	191,799	120,840	20,882	
Illinois Central R. R.	133,936	3,023	184,306	353,237	2,250	
Louisville & Nashville R. R.	231,970	240,915	2,222,146	454,515	9,600	1,730
Mobile & Ohio R.R.	179,612	75,882	838,716	1,121,675	1,445	1,976
Louisville, Evansville & St. L. R. R.	16,098	111,242	2,371,500	689,027	62,963	51,847
Baltimore & Ohio S. W. R. R.	77,558	13,793	441,414	63,218	7,838	1,750
Chicago & Alton R.R.	146,481	37,952	6,348	5,046		
Cleve., Cin., Chicago & St. L. R. R.	214,102	858,411	1,872,722	58,379	6,362	1,258
Vandalia & Terre Haute	59,829	48,244	216,003	26,708		6,284
Wabash R. R. (East)	195,694	87,061	212,054	18,776		
Toledo, St. Louis & Kas. City R. R.	53,641	168,612	356,456			
Chicago, Peoria & St. Louis R.R.	17,626	11,683	700			
Chicago, Burlington & Quincy	9,894	29,034	1,106		3,373	
Keokuk & St. Louis, R. R.	402	29,386		850		
St. Louis, Chicago & St. Paul R. R.	141	7,600	9			
Upper Mississippi River	446		108	1,275		23
Lower " "	250,928	1,043,232	1,963,393	459,835	657	208
Illinois " "	165			75		
Missouri " "	97		21	460	175	
Ohio, Cumb. & Tenn. Rivers	21,922	2,520	95,923	30,565	54	
Red, White and Ouachita	11,276		19,960	16,375	7	
Total Shipments	2,168,388	3,140,172	18,163,853	3,909,809	120,036	78,871
Sold direct from country points	1,800,000					
Ground in City Mills		6,189,407	3,181,037	260,000	15,000	
City consumption	740,654		796,150	5,327,457	4,728	2,024,506
Stock on hand Dec. 31, 1894	68,927	7,245,975	1,755,973	750,356	4,489	34,418
Total movement	4,777,969	16,575,554	23,897,013	10,247,622	144,253	2,137,795

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1894.

1894.		Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.	Bran.		Corn Meal, bbls.	Cotton Local.
								Bags.	Cars.		
Jan.	6	13,980	69,091	785,850	121,375	5,600	23,250	15,100	16	4,505	5,275
"	13	33,150	195,114	1,411,725	331,380	9,100	59,250	19,805	32	6,195	6,404
"	20	55,105	310,187	2,182,705	611,880	17,500	138,000	23,765	55	7,910	9,608
"	27	73,530	372,398	3,024,335	784,580	18,900	215,250	28,440	70	10,180	12,239
Feb.	2	89,475	410,169	3,599,785	902,065	20,300	245,250	34,460	83	12,515	14,422
"	10	110,765	494,229	4,416,745	1,084,605	23,800	282,750	40,580	91	15,070	18,039
"	17	130,720	534,832	5,156,445	1,185,805	27,300	322,500	46,870	98	17,055	19,802
"	24	156,040	564,608	5,837,225	1,333,485	32,900	356,250	54,710	109	20,680	21,536
March	3	183,065	622,452	6,645,950	1,508,385	39,200	408,500	61,635	116	23,230	22,791
"	10	204,461	675,248	7,306,025	1,654,470	42,700	443,250	71,155	125	26,655	24,236
"	17	233,356	742,717	7,906,875	1,818,370	43,400	465,750	78,180	140	30,260	25,939
"	24	263,866	807,113	8,700,755	2,082,545	44,800	478,500	85,070	163	32,900	27,125
"	31	297,808	871,190	9,502,720	2,261,815	47,600	500,250	92,435	173	35,985	28,169
April	7	334,691	940,231	10,417,265	2,615,840	49,808	518,750	97,785	178	38,760	28,728
"	14	359,491	1,039,900	11,113,940	2,802,450	50,508	521,250	101,845	185	40,275	29,423
"	21	381,541	1,095,116	11,629,465	2,978,530	54,008	529,500	104,125	196	42,960	30,177
"	28	402,751	1,140,553	12,162,605	3,153,505	55,408	534,750	110,650	201	45,725	30,577
May	5	431,036	1,169,988	12,738,125	3,304,545	57,508	543,000	115,915	207	48,000	31,731
"	12	454,341	1,205,037	13,276,745	3,521,945	62,408	547,500	119,635	215	50,715	31,450
"	19	472,501	1,242,800	13,791,495	3,809,505	62,741	547,500	127,405	228	53,700	31,737
"	26	496,686	1,287,978	14,644,580	4,083,255	64,141	547,500	134,980	237	55,915	31,900
June	2	520,501	1,343,728	15,613,520	4,298,335	64,141	547,500	141,415	245	59,015	32,147
"	9	548,511	1,384,873	16,314,760	4,450,110	64,141	547,500	144,855	252	61,070	32,384
"	16	573,526	1,429,128	16,997,890	4,536,555	64,141	547,500	149,941	263	64,440	32,681
"	23	596,976	1,478,079	16,941,440	4,640,240	64,841	547,500	159,606	280	67,890	32,681
"	30	623,714	1,536,650	17,384,480	4,808,405	66,099	547,500	163,432	287	71,630	32,816
July	7	630,399	1,679,595	17,563,440	4,878,230	66,256	547,599	165,057	288	73,555	32,847
"	14	645,114	2,063,163	17,896,090	5,025,300	66,956	547,500	171,146	296	76,530	32,917
"	21	668,809	3,153,945	18,334,830	5,211,155	72,144	547,500	185,422	316	82,205	32,903
"	28	702,224	4,463,032	18,767,070	5,453,475	73,706	547,500	198,437	333	88,395	33,081
Aug.	4	730,054	5,335,479	19,174,380	5,672,660	75,115	547,956	215,262	344	92,805	33,081
"	11	757,394	5,960,652	19,866,170	5,948,705	75,115	547,612	227,962	352	96,295	33,147
"	18	784,914	6,460,418	19,547,075	6,148,850	76,515	547,612	245,777	358	99,595	33,123
"	25	812,596	6,868,512	19,622,300	6,360,515	79,385	547,612	257,572	365	101,995	33,204
Sept.	1	843,371	7,276,406	19,666,830	6,610,305	82,885	548,479	268,952	368	103,230	33,230
"	8	867,911	7,603,646	19,718,820	6,847,430	84,965	556,037	275,752	377	106,035	33,267
"	15	895,036	7,898,941	19,730,400	7,080,735	87,065	565,536	287,777	385	106,870	33,348
"	22	917,858	8,157,018	19,865,455	7,370,515	100,621	617,548	294,120	392	109,315	33,429
"	29	938,683	8,349,843	19,994,405	7,679,155	107,177	676,035	301,400	402	111,545	33,502
Oct.	6	968,828	8,458,803	20,068,750	7,955,015	107,177	723,285	310,145	412	112,620	33,583
"	13	1,006,088	8,574,103	20,170,070	8,176,115	107,967	861,350	324,225	419	114,505	33,664
"	20	1,039,498	8,694,994	20,269,995	8,391,435	111,499	1,002,583	335,160	428	115,025	33,745
"	27	1,072,593	8,819,642	20,342,415	8,605,925	115,085	1,130,833	346,225	434	117,410	33,826
Nov.	3	1,104,413	8,957,080	20,453,415	8,774,225	117,885	1,241,868	355,535	445	118,980	33,907
"	10	1,126,033	9,148,666	20,601,510	8,914,730	118,585	1,318,438	365,450	451	120,110	33,988
"	17	1,147,448	9,269,946	20,782,805	9,023,630	120,685	1,378,785	370,821	455	120,850	34,069
"	24	1,166,344	9,418,570	21,032,410	9,174,330	121,385	1,460,938	373,036	462	122,020	34,150
Dec.	1	1,181,939	9,498,504	21,407,335	9,380,585	122,785	1,603,438	375,046	464	122,255	34,231
"	8	1,202,499	9,547,574	21,744,960	9,529,035	126,285	1,677,688	380,026	468	122,920	34,312
"	15	1,224,849	9,590,569	22,066,395	9,687,605	131,185	1,839,088	384,571	472	123,360	34,393
"	22	1,241,164	9,635,451	22,446,125	9,780,005	135,385	2,003,988	386,911	478	124,610	34,474
"	29	1,254,819	9,667,106	22,819,800	9,870,205	140,285	2,078,188	389,611	480	125,035	34,555
"	31	1,261,309	9,674,764	22,946,945	9,896,605	140,285	2,083,438	390,111	480	125,035	34,636
By Wagon			328,478	600,000	300,000						
Grand											
Total 1894		1,261,309	10,003,242	23,546,945	10,196,605	140,285	2,083,438	390,111	480	125,035	148,636

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1894—(Continued).

Hay, tons.	Tb'co hhd's.	Lead, Pigs.	Hog Products.				Wool, lbs.	Cattle, head.	Sheep, head.	Hogs, head.	Horses and Mules.	Flax Seed, bush.
			Bar'd Pork, bbl's.	Hams, lbs.	Meats, lbs.	Lard, lbs.						
2,180	416	8,736	.....	215,800	2,432,200	946,300	81,655	12,132	4,247	33,277	1,329	550
8,150	1,390	23,238	.....	521,400	5,522,800	1,610,400	143,335	26,885	12,164	74,383	2,796	1,650
19,080	2,452	35,621	.....	805,900	8,771,500	2,077,100	183,055	43,433	17,825	109,844	4,142	1,650
15,410	4,083	45,015	80	832,600	11,009,600	2,416,400	217,285	58,433	25,394	140,777	6,025	1,650
15,430	5,341	63,640	80	1,047,000	13,535,000	2,885,000	387,625	72,493	30,756	171,889	7,459	1,650
20,060	7,183	106,549	80	1,438,700	16,940,800	3,514,700	414,125	86,072	34,167	198,086	8,939	3,300
22,363	8,718	114,154	80	1,441,500	18,427,100	3,966,900	453,550	99,876	38,226	223,596	10,857	3,300
27,016	9,859	128,203	80	1,732,600	20,691,500	4,558,900	559,075	113,114	41,953	252,574	11,129	3,300
30,233	11,099	162,596	80	2,000,600	23,326,200	4,921,500	673,605	124,016	48,368	282,795	12,100	3,850
32,435	11,938	194,015	80	2,139,900	27,501,000	5,446,400	889,070	135,597	51,609	312,375	13,421	4,950
36,209	12,700	211,433	80	2,218,500	31,024,100	5,861,800	995,050	147,223	56,389	342,048	15,013	4,950
38,040	13,429	258,696	230	2,272,500	33,501,600	6,270,900	1,084,075	157,174	58,447	368,071	16,960	4,950
43,485	14,237	285,633	230	2,633,700	37,882,800	7,163,000	1,140,885	169,223	61,839	401,765	18,653	6,050
49,269	14,961	312,964	280	2,914,100	43,483,600	8,138,300	1,170,075	179,478	65,411	437,542	19,728	6,050
51,025	15,573	335,859	280	2,930,800	48,750,200	8,426,700	1,432,295	189,125	75,087	472,420	20,960	6,600
57,310	16,177	374,739	280	3,471,300	53,303,200	8,793,400	1,531,925	196,538	84,802	503,129	21,894	8,800
58,285	17,038	406,720	280	3,473,000	57,320,100	9,046,200	2,002,610	205,976	90,665	526,453	22,748	8,800
61,350	17,700	445,810	230	3,552,900	61,519,000	9,491,500	2,787,045	212,045	92,331	560,197	23,443	8,800
64,069	18,313	475,889	280	3,615,800	65,840,200	9,681,000	3,652,340	231,971	100,406	587,251	24,356	8,800
67,025	18,976	499,339	280	4,036,500	69,149,200	10,146,700	5,067,645	231,905	106,966	615,432	25,128	8,800
70,435	19,647	530,659	380	4,350,500	72,203,000	10,602,200	6,416,785	244,858	112,652	645,669	26,030	8,875
73,903	20,294	552,020	380	4,685,200	78,970,700	11,499,400	7,839,420	256,921	121,227	675,651	26,631	8,875
77,473	21,109	575,868	380	5,188,100	82,095,900	12,022,600	9,361,225	267,929	134,326	706,145	27,434	8,875
79,117	21,642	614,379	380	5,613,100	86,451,300	12,989,600	10,879,165	284,981	146,969	731,736	27,976	8,875
82,276	22,374	641,694	530	6,010,700	90,475,300	14,057,300	12,533,395	296,347	152,912	755,027	28,835	8,875
82,351	23,121	664,182	380	6,358,800	94,040,700	14,729,600	14,219,910	313,725	162,016	777,780	29,241	8,875
85,700	23,637	686,581	380	6,490,400	95,854,800	14,874,600	14,852,375	320,234	165,384	785,543	29,366	8,875
88,146	24,782	697,188	380	6,491,400	97,634,300	15,030,500	15,528,720	338,389	172,876	798,281	29,521	9,425
90,276	24,244	728,341	410	6,619,600	102,597,800	15,239,800	16,888,335	350,886	180,844	816,871	29,907	19,440
90,981	25,043	750,632	410	6,911,500	106,220,200	15,549,500	18,375,235	366,782	187,795	835,416	30,545	61,700
92,221	25,922	788,396	410	7,043,900	109,273,600	15,766,600	19,369,330	385,458	195,428	858,007	31,864	126,775
93,321	26,752	825,251	410	7,113,200	113,438,300	16,013,600	20,313,420	401,415	203,133	879,810	32,746	197,235
94,776	27,636	839,741	410	7,323,400	117,539,800	16,377,800	20,803,450	421,664	212,692	902,328	33,558	239,605
96,112	28,185	872,113	590	7,882,000	121,172,800	17,045,200	21,490,170	440,978	221,331	923,900	34,287	260,698
97,777	28,935	886,473	590	7,477,600	124,260,300	17,545,500	21,864,485	459,502	227,607	944,720	35,187	280,848
99,337	29,775	918,788	680	7,608,300	127,958,000	17,840,300	22,160,635	479,760	234,377	966,916	36,471	295,898
101,223	30,540	968,273	980	7,741,900	133,758,600	18,268,500	22,476,630	500,172	243,584	990,914	38,071	314,113
103,378	32,057	1,007,214	1,665	7,937,100	138,895,700	18,647,500	22,628,985	522,528	253,853	1,018,409	39,638	332,263
105,344	33,334	1,063,163	1,665	7,942,300	144,694,000	18,891,400	22,873,815	544,795	262,203	1,045,631	41,849	348,277
107,369	34,480	1,100,563	1,665	7,974,500	148,060,900	19,206,500	23,054,075	563,879	271,206	1,068,663	43,503	363,677
109,409	35,632	1,142,345	1,665	8,255,900	152,654,500	19,535,800	23,239,565	585,114	279,967	1,094,200	45,300	370,827
111,518	36,206	1,165,209	1,665	8,065,400	158,638,500	19,911,700	23,646,085	607,796	294,793	1,129,620	46,937	374,767
113,599	36,921	1,206,730	1,665	8,060,700	163,939,300	20,232,700	23,926,150	628,685	302,510	1,159,720	48,923	381,367
115,327	37,481	1,254,076	1,765	8,118,500	168,177,100	21,170,100	24,161,265	647,090	309,195	1,190,300	49,864	396,217
117,688	38,157	1,275,099	1,765	8,252,900	172,470,800	22,034,300	24,315,835	658,854	314,306	1,224,732	51,307	401,287
119,983	38,578	1,310,613	1,765	8,497,600	176,346,400	23,537,300	24,393,820	680,434	322,654	1,276,571	52,375	409,537
122,394	39,085	1,335,178	1,865	8,651,700	178,950,900	24,512,800	24,498,605	698,665	328,026	1,322,268	53,304	413,357
124,809	39,704	1,361,082	2,279	8,885,900	182,016,200	25,371,500	24,586,165	712,218	334,567	1,354,018	54,822	419,492
127,454	40,207	1,383,431	2,414	9,117,800	184,982,000	26,035,200	24,690,655	728,298	339,879	1,389,369	55,924	424,502
129,229	41,175	1,413,683	3,414	9,494,700	187,037,400	26,514,600	24,731,145	743,661	346,328	1,432,305	57,304	426,467
131,228	42,213	1,435,692	3,414	9,902,600	189,359,200	27,195,800	24,785,445	764,998	354,520	1,470,270	58,858	426,467
133,421	43,226	1,462,929	3,664	10,624,000	190,784,000	27,801,400	24,858,420	772,129	359,347	1,486,439	59,464	426,467
135,963	43,294	1,493,229	3,664	10,649,000	190,864,000	27,878,000	24,861,455	773,571	359,895	1,489,856	59,822	426,467
138,909	43,294	1,493,229	3,664	10,649,000	190,864,000	27,878,000	24,861,455	773,571	359,895	1,489,856	59,822	426,467

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1894.

1894.		Flour,	Wheat,	Corn,	Oats.	Rye,	Bar-	Bran.		Corn	Cotton,	H
		in bbls.	bush.	bush.	bush.	bush.	ley,	Sacks.	Cars.	Meal,	bales.	
							bush.	bush.		bbls.		ton
Jan.	6	42,834	108,646	895,021	52,490	7,499	583	24,426	34	5,658	18,571	
"	13	75,013	178,818	1,552,281	175,725	16,372	2,764	32,749	64	10,210	37,927	1.
"	20	104,550	214,137	2,131,614	279,592	24,650	4,124	40,480	95	18,122	54,477	2.
"	27	135,546	224,352	2,689,829	396,171	30,108	4,787	50,123	127	23,523	69,792	3.
Feb.	2	161,577	379,595	3,133,101	472,300	32,531	5,552	60,623	156	27,421	82,791	4.
"	10	196,232	321,593	3,602,649	584,605	34,681	7,250	70,609	182	33,062	96,794	5.
"	17	240,241	342,104	4,162,126	671,217	36,014	9,557	83,735	199	38,042	102,994	6.
"	24	284,750	539,380	4,691,057	755,019	39,859	12,309	99,370	228	44,376	111,104	7.
March	3	339,672	674,474	5,166,250	835,656	40,577	17,224	115,686	248	55,740	118,445	8.
"	10	389,671	719,481	5,571,742	965,463	44,876	26,218	133,937	275	67,185	127,656	9.
"	17	446,201	899,198	6,729,852	1,065,070	47,288	27,544	154,298	307	80,777	135,101	10.
"	24	492,955	989,135	7,148,002	1,134,051	51,585	27,514	167,406	331	89,106	141,887	11.
"	31	563,069	1,065,359	8,107,407	1,229,702	52,161	31,168	186,410	366	102,625	151,249	12.
April	7	632,365	1,429,631	8,810,925	1,371,501	53,691	31,168	199,571	398	113,267	161,708	13.
"	14	698,161	1,458,761	9,714,385	1,559,229	54,195	32,358	216,684	422	126,051	172,954	14.
"	21	706,580	1,576,887	10,244,973	1,673,920	55,383	33,463	226,334	437	137,960	182,966	15.
"	28	750,044	1,660,199	10,859,863	1,778,445	57,115	34,041	239,417	452	151,514	191,662	16.
May	5	789,693	1,734,719	11,327,330	1,898,302	58,771	34,041	253,161	470	162,629	199,380	17.
"	12	831,204	1,828,574	11,933,286	1,957,672	60,445	34,041	263,127	480	173,713	207,011	18.
"	19	872,411	1,846,268	12,442,907	2,069,641	62,047	34,041	273,455	491	184,772	210,326	19.
"	26	909,540	1,868,528	12,958,112	2,194,265	62,965	34,041	287,832	495	196,622	213,126	20.
June	2	959,307	1,894,023	13,681,215	2,305,526	62,965	34,041	297,522	500	211,206	218,119	21.
"	9	1,001,096	1,934,514	14,352,608	2,433,420	63,451	34,041	314,577	511	220,994	217,973	22.
"	16	1,045,233	1,979,144	14,804,453	2,512,267	63,451	34,041	326,046	524	234,148	221,151	23.
"	23	1,081,884	1,997,634	15,177,064	2,535,478	63,451	34,041	335,185	532	245,275	224,235	24.
"	30	1,111,576	2,000,124	15,582,323	2,566,431	63,901	34,041	343,608	540	253,122	225,329	25.
July	7	1,132,312	2,043,104	15,764,189	2,592,754	63,901	34,041	346,993	541	262,742	226,767	26.
"	14	1,153,441	2,084,835	15,972,285	2,600,901	64,947	34,041	351,858	544	273,857	228,224	27.
"	21	1,190,950	2,100,850	16,329,180	2,622,741	65,451	34,041	366,154	563	285,515	228,623	28.
"	28	1,240,601	2,205,122	16,753,787	2,700,365	66,451	34,041	389,453	584	292,850	232,186	29.
August	4	1,302,678	2,251,076	17,209,368	2,811,279	69,297	34,041	416,905	603	303,078	234,128	30.
"	11	1,354,136	2,287,736	17,480,234	2,861,895	70,129	34,041	443,523	622	308,196	235,370	31.
"	18	1,405,134	2,359,954	17,569,923	2,924,502	71,160	34,041	463,984	637	315,719	236,357	32.
"	25	1,452,075	2,378,908	17,641,077	2,975,779	72,686	34,041	482,337	652	319,462	240,609	33.
Sept.	1	1,501,934	2,392,034	17,679,815	3,004,379	73,313	34,041	500,369	670	326,144	243,223	34.
"	8	1,541,321	2,407,234	17,710,232	3,026,209	76,149	34,041	516,114	688	330,941	248,231	35.
"	15	1,585,249	2,416,906	17,723,340	3,048,962	77,343	34,041	538,065	702	334,902	251,791	36.
"	22	1,627,744	2,546,646	17,737,867	3,102,907	77,343	34,041	551,442	712	340,818	254,033	37.
"	29	1,665,114	2,615,065	17,804,107	3,174,195	79,237	34,041	564,594	724	345,078	256,568	38.
Oct.	6	1,706,954	2,617,581	17,837,958	3,220,503	82,392	42,781	577,430	737	349,238	265,113	39.
"	13	1,747,434	2,618,785	17,863,154	3,258,074	84,892	44,668	592,763	744	353,546	266,761	40.
"	20	1,793,015	2,626,005	17,872,087	3,325,719	85,592	47,368	604,531	757	357,297	271,435	41.
"	27	1,838,018	2,628,570	17,889,417	3,391,469	86,092	51,018	617,131	766	361,704	280,207	42.
Nov.	3	1,893,589	2,661,517	17,918,474	3,434,388	92,160	54,141	630,225	782	366,448	291,824	43.
"	10	1,939,223	2,695,180	17,949,472	3,476,571	93,060	57,205	641,183	798	369,122	294,553	44.
"	17	1,991,072	2,773,032	17,992,569	3,541,828	96,618	57,205	659,009	809	372,115	298,439	45.
"	24	2,019,918	2,823,742	18,027,015	3,557,936	99,198	58,223	670,332	820	374,485	301,837	46.
Dec.	1	2,040,473	2,902,488	18,048,663	3,600,504	99,798	62,584	674,814	821	376,960	302,119	47.
"	8	2,064,694	2,903,773	18,055,501	3,667,899	104,165	65,267	678,463	827	379,216	306,932	48.
"	15	2,094,002	2,969,873	18,056,101	3,747,578	111,864	73,770	685,334	838	383,448	309,418	49.
"	22	2,122,960	3,015,873	18,057,331	3,801,702	115,524	77,541	689,534	843	385,476	312,664	50.
"	29	2,143,781	3,017,948	18,105,226	3,850,401	117,346	78,368	692,224	849	388,733	315,664	51.
"	31	2,148,981	3,017,943	18,105,926	3,857,267	119,254	78,638	693,715	850	387,235	315,502	52.
Shipped to local ports not included in above.		19,407	122,220	57,927	52,542	782	283	14,072	...	8,848	7	
Total,		2,168,388	3,140,172	18,163,853	3,909,509	120,036	78,871	707,787	850	396,083	315,509	4

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1894—Continued.

Tobacco. Hds.	Lead. Pigs.	HOG PRODUCT, LBS.				Wool. Lbs.	Cattle. Lbs.	Sheep.	Hogs.	Horses and Mules.	Flax Seed Bu.
		Perk. Bbls.	Hams. Lbs.	Meat. Lbs.	Lard. Lbs.						
14	21,535	28	375,000	2,023,800	1,673,730	149,200	3,188	1,287	17,272	1,284	432
34	37,508	131	814,400	5,424,000	3,231,930	241,600	6,519	3,824	33,882	2,941	432
151	49,276	528	1,513,600	8,730,500	5,135,930	359,100	13,624	4,167	49,876	5,039	432
245	60,638	662	1,860,000	11,854,900	6,522,930	428,400	18,193	6,008	63,760	7,680	432
270	74,187	861	2,270,800	14,758,300	7,674,830	632,800	24,674	7,738	78,688	9,434	432
387	94,680	1,123	2,785,800	18,401,760	9,329,405	816,500	29,620	8,325	94,771	11,953	990
534	106,272	1,430	3,226,100	22,097,260	10,749,305	1,182,300	36,532	9,310	105,201	13,366	990
605	122,611	1,813	3,772,000	25,651,260	12,274,005	1,417,700	44,131	9,310	117,859	15,012	990
738	142,941	2,543	4,333,870	29,377,160	13,974,720	1,546,100	49,071	11,200	133,345	16,704	990
828	176,837	2,833	4,889,375	34,167,350	15,626,280	1,755,800	53,616	11,732	144,595	18,304	990
929	195,731	3,159	5,337,590	38,500,295	17,351,068	2,049,020	57,646	12,179	160,739	20,075	990
991	227,672	3,642	5,933,315	41,902,660	18,629,623	2,290,420	61,260	12,179	173,953	21,715	990
1,061	259,104	4,271	6,503,335	46,413,705	21,248,718	2,587,120	65,839	12,726	186,194	22,674	990
1,069	278,504	4,708	7,516,700	51,841,105	23,420,143	2,913,420	69,417	12,726	201,440	23,645	990
1,089	298,566	5,263	8,262,750	57,952,405	25,998,137	3,179,320	72,061	13,105	216,951	24,696	990
1,134	335,929	5,391	9,066,925	63,186,205	27,572,337	3,417,820	74,184	17,469	229,996	25,436	990
1,217	348,316	5,670	9,588,675	69,544,605	28,950,527	3,704,620	76,087	20,553	241,530	26,112	990
1,297	373,722	6,141	9,986,325	73,550,905	30,211,946	4,181,720	78,451	22,206	252,762	26,893	990
1,339	388,823	6,415	10,577,930	79,191,205	31,744,616	4,677,020	80,869	25,727	265,006	27,626	1,530
1,411	426,957	6,911	11,262,336	84,061,426	33,349,492	5,289,420	84,598	27,820	276,623	28,228	1,530
1,440	454,794	6,696	12,035,646	87,982,668	35,006,141	5,490,220	88,206	29,509	286,870	28,800	1,530
1,502	489,405	7,004	12,714,346	95,392,173	37,292,521	7,497,720	92,026	30,911	300,562	29,359	1,855
1,539	508,539	7,287	13,659,971	100,324,678	39,575,372	8,527,620	94,902	33,925	308,408	30,063	1,855
1,595	530,376	7,646	14,546,862	105,251,986	41,572,046	9,834,820	100,267	41,991	321,706	30,683	1,955
1,673	545,158	7,750	15,049,774	110,143,597	43,551,205	11,175,020	107,028	47,833	329,970	31,352	1,955
1,815	563,252	8,234	15,767,174	114,365,097	45,455,400	12,248,993	113,465	51,032	336,674	32,290	2,655
1,908	566,091	8,645	15,948,424	116,425,097	46,105,940	12,435,593	114,142	51,853	340,072	32,381	2,655
1,922	575,399	9,243	16,165,699	119,969,707	46,741,760	12,668,193	117,784	51,980	345,738	32,421	2,655
1,969	593,741	9,677	16,874,474	124,396,997	48,523,460	13,624,893	121,309	58,295	355,039	32,735	2,655
2,000	620,107	9,762	17,258,699	127,227,197	49,937,035	14,965,993	127,193	60,056	363,338	33,461	25 911
2,034	648,950	9,872	17,628,699	130,324,197	52,137,773	16,241,093	134,423	61,738	373,343	34,279	67,285
2,425	670,036	10,002	18,249,749	134,544,397	53,453,298	17,488,693	142,539	64,527	381,280	35,278	118,323
2,540	680,253	10,351	18,833,624	137,730,597	54,833,298	18,994,993	150,203	67,761	391,615	35,823	172,651
2,604	700,807	10,548	19,290,214	141,412,247	56,771,123	19,583,963	157,612	70,430	402,293	36,846	196,011
2,685	715,644	10,676	19,586,614	145,142,247	58,336,936	19,692,263	163,310	71,959	412,065	38,237	306,526
2,709	728,846	11,024	19,980,614	149,823,047	60,002,138	20,359,593	169,242	72,395	422,547	39,306	210,049
2,850	759,092	11,320	20,323,969	155,897,447	61,642,163	20,655,293	175,913	73,942	434,451	41,041	211,179
2,942	779,354	11,735	21,058,374	161,905,222	63,549,748	20,898,808	184,516	75,235	446,955	42,821	213,079
2,980	805,701	12,042	21,466,424	167,286,897	64,618,818	21,065,008	194,522	76,455	461,048	45,282	215,079
2,944	829,781	12,110	21,818,699	172,282,172	65,873,133	21,265,808	203,055	78,252	476,200	47,225	215,293
2,934	911,775	12,779	22,269,069	178,024,872	67,088,533	21,438,008	211,207	78,587	486,644	49,144	216,301
2,931	894,783	12,761	22,637,349	183,901,872	68,593,363	21,892,308	220,128	80,377	501,331	50,923	216,301
2,896	936,389	13,012	23,060,499	189,915,772	70,589,536	22,088,078	229,812	82,860	518,553	52,481	217,701
2,842	960,442	13,048	24,237,199	199,935,672	75,073,726	22,332,378	239,457	84,434	532,233	54,092	219,455
2,920	983,510	13,308	24,806,390	204,488,547	78,054,726	23,076,078	249,918	84,687	563,170	56,874	224,005
2,923	999,249	13,390	25,389,199	209,120,347	80,533,226	23,304,078	259,605	84,946	582,012	58,459	224,505
2,907	1,012,212	13,674	26,031,286	210,909,900	82,262,326	23,644,571	264,341	85,331	593,908	59,614	224,505
2,975	1,021,779	14,351	26,898,786	214,699,600	85,057,476	23,976,571	267,782	85,844	608,711	60,775	224,505
2,999	1,036,599	14,392	27,527,236	217,132,200	87,073,076	24,136,171	272,126	86,321	622,386	62,330	225,205
2,939	1,060,388	14,423	28,191,386	219,274,280	88,570,976	24,200,871	276,798	86,981	633,390	63,857	225,205
2,988	1,080,876	14,487	28,829,886	220,627,580	89,264,676	24,404,571	279,211	87,568	639,705	64,916	225,205
2,930	1,082,552	14,493	28,949,786	221,110,780	89,562,876	24,414,771	279,427	87,760	641,743	65,095	225,205
36	1,728	1,175	482,810	1,882,471	525,856	16,200	1,833	2,766	956	2,469	.....
4,236	1,084,280	15,668	29,432,506	222,993,251	90,088,732	24,430,971	281,260	90,526	642,699	67,564	225,205

ELEVATORS.

Designation.	Capacity for Bulk Grain.	Additional Capacity for Packages.
St. Louis.....	2,000,000 bush.	200,000 sacks.
Central A.....	700,000 "	.....
" B.....	1,500,000 "	.....
East St. Louis.....	1,000,000 "	165,000 sacks.
Advance.....	600,000 "	.....
Valley.....	1,000,000 "	.....
Union.....	1,500,000 "	.....
Venice.....	600,000 "	.....
Merchants.....	1,100,000 "	.....
Union Depot.....	750,000 "	.....
Farmers.....	750,000 "	.....
Terminal.....	600,000 "	.....
Total, Jan. 1st, 1895.....	12,100,000 bush.	365,000 sacks.
" " " 1894.....	11,550,000 "	365,000 "
" " " 1898.....	11,800,000 "	365,000 "
" " " 1892.....	11,800,000 "	365,000 "
" " " 1891.....	11,800,000 "	365,000 "

Capacity of Private Elevators and Warehouses.....1,537,000 Bushels.

Rates of Storage Adopted by the St. Louis Elevators to apply during 1895.

On Wheat, Corn, and Rye, 1 cent per bushel for first 10 days, or part thereof, and $\frac{1}{2}$ of 1 cent per bushel for each additional 10 days, or part thereof.

On Oats, received on and after the 15th day of January, $\frac{1}{2}$ of 1 cent per bushel for first 10 days, or part thereof, and no charge for special bin, and $\frac{1}{2}$ of 1 cent per bushel for each subsequent ten days, or part thereof.

On Barley, 1 cent per bushel for first 30 days, or part thereof, and 1 cent per bushel for each subsequent 30 days, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Oats.

Dumping sacks from river, $\frac{1}{2}$ of 1 cent per bushel.

Dumping sacks from rail, $\frac{1}{2}$ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, $2\frac{1}{2}$ cents per sack for the first 5 days, and 1 cent per sack for each subsequent 10 days, or part thereof.

Oats from river, 4 cents per sack for first 5 days, and 1 cent per sack for each subsequent 10 days, or part thereof.

Wheat, Corn, and Rye from rail, 8 cents per sack for first 5 days, and 1 cent per sack for each subsequent 10 days, or part thereof.

Oats, from rail, 5 cents per sack for first 10 days, and 1 cent per sack for each subsequent 10 days, or part thereof.

Fees for Inspecting and Weighing Grain, adopted by the State Inspection Department, September 1, 1894.

Inspection on Arrival.....40 cents per car.
 Inspection out of Elevators.....40 cents per car.
 Inspection out of Elevators to Barges.....50 cents per 1000 bushels.
 Inspection of Sack Grain..... $\frac{1}{2}$ of 1 cent per Sack.
 Charges for weighing will be 35 cts. per car in, and 35 cts. per car or car load lots out of Elevators.
 Weighing out to Barges.....35 cents per 1000 bushels.
 Weighing Sack Grain in lots of 200 sacks or less, 20 cents per lot; and in lots over 200 sacks $\frac{1}{2}$ of 1 cent per sack.

FLOUR.

The flour trade of the past year, while about equal in volume to previous seasons, has been disappointing in results, especially so to city mills, which, by reason of a crop large in quantity and of excellent quality coupled with equal freights under the provisions of the interstate commerce law, has enabled country mills East and South while buying wheat on a shipping basis (our market being speculative, as evidenced by the large elevator stock accumulated here) to supply foreign and home markets at lower prices than city mills could afford.

During the first half of the year while hopefully emerging from the financial disturbances of the previous year, all business was paralyzed by the coal strike followed by the railroad strike in June, and the flour trade suffered in common with other industries by this unfortunate condition.

The second half of the year began with a bountiful harvest of excellent wheat at very low prices and millers had this solid basis for large, safe and profitable business; but the repeal of reciprocity arrangements, which practically restored former prohibitive duties levied by Spain on American products to Cuba and other Spanish Islands, cut off a large volume of hitherto good trade in that direction. The immense crops of cheaper wheat from Argentine, India and Russia has enabled foreign mills to make very cheap flours with which we, with necessarily higher wages, have had to compete and also against discriminating protective duties against flour and in favor of wheat prevailing in Germany, France and other countries to which, under equal conditions, we would sell flour largely.

The volume of the year's business, however, as before stated, was fairly satisfactory, the amount manufactured being about equal to the output of '93; while the receipts show a slight increase.

As usual a large amount of flour was handled by the millers and dealers from country points; which, while not showing either in receipts or manufactures, properly formed a part of the flour trade of our city.

Notwithstanding the slow demand from abroad, the exports for the year were 634,862 barrels, which was but a slight decrease from the two previous years. The bulk of this amount went to Europe; but 135,962 was shipped direct to Cuba, the West Indies and Central and South America. These figures do not by any means indicate the

amount that was sold to these points, for a much greater amount was shipped to New York and Baltimore, and from these shipped to southern points, notably to Cuba. The amounts here given were those shipped from St. Louis on through bills of lading. The amount shipped locally to the seaboard and then exported cannot be determined.

Values show a constant decline from the beginning to the end of the year. Extra Fancy opened in January at \$2.70 to \$2.75, was quoted at \$2.15 to \$2.20 in October, and closed at \$2.25 to \$2.35.

It is believed that the coming year will show an improved condition, from the fact that so large a proportion of the mills of the country are now idle and stocks will soon have to be replenished.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1894.	Barrels Manuf. 1893.	Barrels Manuf. 1892.
Geo. P. Plant Milling Co.....	Plant's Roller A	2,000	239,482	279,271	195,116
Kehlors Bros.....	Kehlors	3,000	430,400	468,560	405,490
E. O. Stanard Milling Co.....	Eagle Steam	1,100	180,436	143,657	204,223
Regina Flour Mill Co.....	Regina	1,000	180,113	94,877	142,332
Victoria Flour Mill Co.....	Victoria	1,000	134,861	143,182	175,930
Hezel Milling Co.....	East St. Louis	600	100,848	107,149	87,534
Saxony Mill Co.....	Saxony	600	115,428	130,578	120,383
Sessinghaus Milling Co.....	Jefferson	500	117,955	110,674	107,757
E. Goddard & Sons Flour Mill Co.	U. S. Steam	800	59,390	77,725	73,157
H. B. Eggers & Co.....	Meramec	500	119,400	85,080	68,100
Carondelet Milling Co.....	Carondelet	350	28,132	28,305	29,014
Mills now out of existence.....					14,400
Total.....		11,450	1,656,645	1,669,048	1,623,371

FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS BUT OWNED BY CITIZENS OF ST. LOUIS, MEMBERS OF THE MERCHANTS' EXCHANGE.

OWNER.	Name of Mill.	Location.	Bbls. Flour manufactured.		
			Capacity in bbls. 24 hrs.	Bbls Flour Man'fd 1894	Bbls Flour Man'fd 1893
E. O. Stanard Milling Co...	Alton City....	Alton, Ill.....	1,500	130,715	184,730
Kaufman Milling Co.....	President.....	Bethalto, Ills.	1,200	156,870	143,250
H. B. Eggers & Co.....	1st Hungarian.	Red Bud, Ill....	250	16,950	39,300
Grand Chain Mills Co.....	Grand Chain..	Commerce, Mo....	200	35,000	31,300
Camp Spring Mill Co.....	Camp Spring..	Nashville, Ill....	1,000	133,782	181,545
L. W. Buschman & Sons....	Climax.....	La Grange, Mo....	300	61,200	60,000
Meyer & Rulte.....	White Swan...	Clinton, Mo.....	700	150,000	116,090
Fuzy & Backer.....	Pacific Star...	Washington, Mo..	300	29,500	26,000
E. O. Stanard Milling Co....	Empire.....	Dallas, Tex.....	650	160,210	147,001
*Kehlors Bros.	Rex.....	Kansas City, Mo.	3,000	370,300	181,011
Total.....			9,100	1,294,407	1,110,373

† Burned November 6, 1894,

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR TWENTY-FIVE YEARS.**

Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.	Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.
1855	226,450	603,353	.....	1875	1,300,381	1,484,821	2,480,877
1856	323,446	678,496	.....	1876	1,071,434	1,441,944	2,217,578
1857	573,664	662,548	.....	1877	1,157,932	1,517,921	2,295,657
1858	637,451	825,651	.....	1878	1,305,336	1,916,290	2,670,740
1859	484,715	663,446	.....	1879	1,607,236	2,142,949	3,045,035
1860	443,196	839,165	.....	1880	1,703,874	2,077,625	3,292,803
1861	484,000	694,110	.....	1881	1,620,996	1,718,429	2,696,245
1862	647,419	906,860	.....	1882	2,003,424	1,850,215	3,305,765
1863	680,242	758,422	.....	1883	1,585,670	1,892,633	2,751,182
1864	815,144	782,560	.....	1884	1,456,153	1,960,737	3,014,105
1865	1,161,038	743,281	1,521,465	1885	1,032,506	1,841,529	2,551,499
1866	1,208,726	818,300	1,700,740	1886	848,417	1,807,956	2,243,361
1867	944,075	765,298	1,450,475	1887	1,049,864	1,985,717	2,594,881
1868	805,836	895,154	1,499,337	1888	887,173	2,016,619	2,682,405
1869	1,210,555	1,068,592	2,172,761	1889	1,168,603	2,066,442	2,859,389
1870	1,491,626	1,351,773	1,790,739	1890	1,229,975	1,872,005	2,880,324
1871	1,428,408	1,507,915	2,676,525	1891	1,353,640	1,748,190	2,767,906
1872	1,259,933	1,494,798	2,247,040	1892	1,455,342	1,623,371	2,313,738
1873	1,296,457	1,420,287	2,506,215	1893	1,171,025	1,669,048	2,044,727
1874	1,633,898	1,573,202	2,981,760	1894	1,261,309	1,656,645	2,168,388

**TOTAL AMOUNT OF FLOUR HANDLED BY MILLERS AND DEALERS FOR
EIGHT YEARS.**

	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.
Received	1,261,309	1,171,025	1,455,342	1,353,640	1,229,975	1,168,603	887,173	1,049,864
Manufactured..	1,656,645	1,669,048	1,623,371	1,748,190	1,872,005	2,066,442	2,016,619	1,985,717
Sold & ship'd direct from country mills }	1,800,000	1,893,765	1,792,139	1,830,634	1,211,587	1,014,216	1,069,363	567,610
Total Barrels	4,717,954	4,733,838	4,870,852	4,932,464	4,813,567	4,249,261	3,973,155	3,632,191

STOCK OF FLOUR IN STORE DEC. 31st, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1894	63,997	1884	100,006
1893	60,015	1883	100,698
1892	137,737	1882	151,586
1891	70,130	1881	156,679
1890	87,400	1880	90,976
1889	98,750	1879	163,686
1888	99,670	1878	113,393
1887	124,200	1877	144,002
1886	119,450	1876	137,782
1885	114,630	1875	161,880

MONTHLY STOCK OF FLOUR IN STORE, 1893 AND 1894.

Month.	1893. bbls.	1894. bbls.	Month.	1893. bbls.	1894. bbls.
January 1st.....	137,787	60,015	July 1st.....	59,686	47,086
February 1st.....	110,800	58,661	August 1st.....	52,600	39,706
March 1st.....	93,870	47,055	September 1st.....	55,030	64,551
April 1st.....	94,000	45,141	October 1st.....	58,600	59,603
May 1st.....	89,714	56,416	November 1st.....	62,675	54,504
June 1st.....	80,410	49,308	December 1st.....	54,200	68,319

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1894.	1893.	Months.	1894.	1893.
January	85,350	121,083	January	152,817	185,685
February	83,920	127,421	February	160,781	174,284
March	128,588	118,066	March	280,108	187,870
April	112,475	107,552	April	198,437	184,807
May	104,235	96,977	May	191,955	145,161
June	108,198	80,207	June	170,578	152,874
July	89,740	64,052	July	163,564	185,362
August	125,842	85,485	August	227,240	195,323
September	99,837	97,157	September	171,067	223,742
October	163,905	99,175	October	204,780	184,486
November	89,486	82,482	November	168,678	163,784
December	81,285	91,890	December	118,498	189,840
Total	1,261,809	1,171,025	Total	2,168,888	2,044,727

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '85, 1,856,714 bbls.	Year ending June 30, '90, 1,840,817 bbls.
" " 30, '86, 823,864 "	" " 30, '91, 1,227,546 "
" " 30, '87, 1,006,443 "	" " 30, '92, 1,431,990 "
" " 30, '88, 984,021 "	" " 30, '93, 1,897,408 "
" " 30, '89, 921,368 "	" " 30, '94, 1,143,435 "

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1894.	1893.	Direction.	1894.	1893.
Eastern Railroads	249,586	177,448	Direct for export	634,862	637,750
Illinois River	636	1,900	To Eastern points	965,068	235,911
Western Railroads	679,388	645,615	Southern "	1,231,367	2,047,947
Missouri River .....	.....	359	Western "	88,359	23,527
Southern Railroads	97,509	98,015	Northern "	10,742	16,369
Lower River Boats	17,648	19,325	.....	.....	.....
Northern Railroads	156,815	183,779	.....	.....	.....
Upper River Boats	59,688	44,589	.....	.....	.....
Total	1,261,809	1,171,025	Total	2,168,888	2,044,727

STOCK OF FLOUR (In bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1894.

AT	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	178,500	185,000	190,000	185,000	110,000	135,000	134,000	110,000	115,000	140,000	115,000	140,000
New York.....	213,700	208,700	185,400	218,100	200,700	250,300	197,300	162,900	167,700	139,900	176,000	137,600
Chicago.....	80,750	69,750	71,912	66,970	63,700	57,850	60,650	56,650	48,800	41,850	42,040	43,350
St. Louis.....	60,015	58,661	47,035	45,141	56,416	7,500	47,080	39,708	64,531	59,602	54,504	68,319
Toledo.....	6,000	8,500	7,000	7,500	7,000	7,500	7,500	4,000	5,000	6,500	8,000	8,000
Baltimore.....	72,489	79,863	73,863	68,513	69,615	59,932	63,709	52,384	58,156	60,017	57,178	58,313
Boston.....	153,003	171,201	158,500	146,813	134,932	135,386	134,268	123,393	109,935	127,563	151,210	159,110
Detroit.....	30,700	28,700	8,500	12,000	11,800	8,500	8,200	4,300	5,500	5,800	6,300	6,800
Milwaukee.....	30,700	28,700	92,100	28,550	106,600	99,500	63,700	38,500	58,850	51,400	50,350	142,000
Duluth.....	23,835	41,649	57,761	165,423	280,979	235,522	200,362	299,000	242,808	233,000	216,693	90,000
Totals, bbls.....	825,712	923,863	987,763	926,010	1,064,719	1,067,913	906,865	800,735	806,350	835,632	877,875	844,492

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1894.

Destination.	Barrels.	Destination.	Barrels.	TOTALS.—Barrels.
England.....	194,847	Sweden.....	2,145	1894..... 634,863
Germany.....	4,909	Nova Scotia.....	600	1893..... 637,760
Scotland.....	108,535	New Foundland.....	19,670	1892..... 649,385
Ireland.....	66,900	Canada.....	1,890	
Denmark.....	2,016	Seaboard for Exports.....	18,108	
Norway.....	46,835	Cuba.....	120,991	
Holland.....	12,039	West Indies.....	135	
Belgium.....	23,931	Central America.....	7,769	
Spain.....	850	South America.....	5,933	
Wales.....	140	Porto Rico.....	1,154	
Finland.....	315			

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by S. G. Brock, Chief of Bureau of Statistics, Washington.

FROM	1891. Bbls.	1892. Bbls.	1893. Bbls.	1894. Bbls.
New York.....	4,128,860	6,084,864	6,448,931	6,292,106
Boston.....	1,558,873	2,090,720	1,855,471	2,103,422
Philadelphia.....	1,156,842	1,845,647	1,376,434	1,277,777
Baltimore.....	2,708,715	8,661,628	3,331,374	2,943,563
New Orleans.....	52,015	226,432	117,878	133,075
San Francisco.....	1,225,187	1,078,256	863,543	756,237
Chicago.....	16,632	1,795	2,300	4,490
Detroit.....	79,981	184,523	184,135	235,129
Duluth and Superior.....	182,512	207,526	348,249	282,748
Huron.....	42,990	116,353	42,412	132,249
Key West.....	20,331	104,653	45,691	61,466
Portland.....	31,042	11,045	55,690	60,955
Puget Sound.....	134,805	166,816	178,443	328,871
Richmond.....	33,849	25,241	20,416	4,536
Willamette.....	378,123	379,982	359,466	303,838
New Port News.....	863,662	912,619	843,537	673,265
Other Ports.....	415,273	363,416	366,633	442,564
Total.....	13,023,692	17,408,713	16,440,603	16,056,390

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1894.	1893.	1892.	1891.	1890.
St. Louis.....	1,261,309	1,171,025	1,455,342	1,353,640	1,229,975
New York.....	7,741,464	8,190,495	7,766,780	6,122,439	5,635,335
Boston.....	3,263,359	3,194,772	3,287,339	2,836,867	2,494,671
Baltimore.....	3,818,083	3,867,985	3,055,458	3,099,339	3,369,831
Cincinnati.....	1,475,345	1,879,586	1,903,846	2,117,764	1,423,080
Milwaukee.....	2,209,403	1,873,166	2,685,353	3,537,273	2,401,235
Minneapolis.....	149,704	282,732	164,133	76,788	70,303
Toledo.....	390,195	604,224	789,658	1,313,489	103,006
Buffalo.....	11,488,530	10,562,090	9,748,120	7,093,840	6,245,580
Chicago.....	4,223,182	4,664,424	5,919,343	4,516,617	4,359,063
Philadelphia.....	3,791,824	3,823,535	3,457,514	2,221,063	2,164,422
New Orleans.....	756,068	766,252	842,064	652,873	640,313
Detroit.....	162,403	166,433	178,427	160,780	163,912
Peoria.....	268,400	314,800	198,825	173,525	123,845
San Francisco.....	.....	1,120,487	1,333,101	1,470,597	.....
St. Paul.....	237,500	233,750	224,770	157,125	.....
Montreal.....	857,761	795,286	986,888	1,153,421	973,843
Duluth and Superior...	5,107,215	4,868,528	3,960,035	2,509,462	2,368,277
Cleveland.....	568,130	288,650	350,704	533,187	274,695
Indianapolis.....	158,863	127,643	127,776	110,260	.....

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1894. Bbls.	1893. Bbls.	1892. Bbls.
Minneapolis	9,400,535	9,377,635	9,750,470
St. Louis.....	1,656,645	1,669,038	1,623,371
Baltimore	420,373	481,860	499,989
St. Paul .....	.....	95,000	165,000
Philadelphia	240,000	240,000	240,000
Milwaukee.....	1,576,064	1,850,823	2,117,000
Buffalo	1,500,000	1,600,000	780,000
Toledo	869,500	750,000	589,900
Detroit.....	287,000	348,500	339,000
Chicago.....	444,000	455,460	542,900
Duluth and Superior.....	2,946,292	2,087,793	1,053,811
Kansas City	725,390	420,481	276,750
Peoria.....	120,000	127,521	165,000
Cincinnati	335,821	304,575	215,312
Cleveland.....	402,000	507,215	425,000
Indianapolis	690,096	670,106	639,743

FLOUR INSPECTION.

*Report of Flour Inspected by the Merchants' Exchange Board of
Flour Inspectors.*

	1894. Bbls.	1893. Bbls.	1892. Bbls.
January.....	12,647	24,341	29,762
February.....	19,747	27,033	39,565
March.....	21,112	22,978	41,308
April	18,229	26,834	37,298
May	19,785	27,655	30,160
June	20,971	21,454	30,777
July	15,734	24,701	35,437
August.. ..	27,906	18,767	55,310
September	12,630	18,047	47,489
October	13,944	23,035	43,043
November.....	10,299	19,747	30,540
December	8,392	16,313	30,209
Total bbls.....	201,896	270,905	450,963

FLOUR GRADED DURING 1894.

6,759 bbls. Patent.	30 bbls. Fancy.
26,930 " Extra Fancy.	850 " Choice.

VICTOR GOETZ, President.

WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR FOR 1894.

1894.		Patents.	Extra Fancy.	Fancy.	Choice.
January	6	\$ 00@3 10	2 70@2 75	2 20@2 35	1 90@2 00
"	13	2 95.3 10	2 65.2 75	2 20.2 35	1 90.2 00
"	20	2 90.3 10	2 60.2 70	2 20.2 35	1 90.2 00
"	27	2 90.3 10	2 60.2 70	2 20.2 35	1 90.2 00
February	3	2 90.3 10	2 60.2 70	2 20.2 35	1 90.2 00
"	10	2 85.3 00	2 55.3 65	2 20.2 30	1 90.2 00
"	17	2 80.2 95	2 50.2 60	2 20.2 30	1 90.2 00
"	24	2 80.3 00	2 50.2 60	2 20.2 30	1 90.2 00
March	8	2 80.3 00	2 55.2 65	2 20.2 30	1 90.2 00
"	10	2 90.3 00	2 55.2 65	2 20.2 30	1 90.2 00
"	17	2 85.3 00	2 50.2 60	2 20.2 30	1 90.2 00
"	24	2 85.3 00	2 50.2 60	2 20.2 30	1 90.2 00
"	31	2 90.3 00	2 60.2 65	2 25.2 35	1 90.2 00
April	7	2 95.3 05	2 65.2 75	2 30.2 40	1 90.2 00
"	14	2 55.3 00	2 55.2 65	2 25.2 35	1 90.2 00
"	21	2 85.3 00	2 55.2 65	2 25.2 35	1 90.2 00
"	28	2 80.2 95	2 50.2 60	2 20.2 30	1 90.2 00
May	5	2 80.2 95	2 50.2 60	2 20.2 30	1 90.2 00
"	12	2 80.2 95	2 50.2 60	2 20.2 30	1 90.2 00
"	19	2 75.2 90	2 45.2 55	2 10.2 25	1 90.2 00
"	26	2 75.2 85	2 45.2 50	2 10.2 25	1 90.2 00
June	2	2 80.2 90	2 50.2 60	2 10.2 25	1 90.2 00
"	9	2 90.3 00	2 60.2 70	2 20.2 30	2 00.2 00
"	16	2 85.3 00	2 60.2 70	2 20.2 35	1 80.2 00
"	23	2 90.3 00	2 60.2 70	2 20.2 35	1 80.2 00
"	30	2 85.2 95	2 55.2 65	2 20.2 30	1 80.2 00
July	7	2 80.2 90	2 50.2 60	2 20.2 30	1 80.2 00
"	14	2 80.2 90	2 50.2 60	2 20.2 30	1 80.2 00
"	21	2 70.2 80	2 40.2 50	2 10.2 25	1 75.1 90
"	28	2 55.2 70	2 25.2 40	2 00.2 10	1 70.1 85
August	4	2 55.2 70	2 25.2 35	2 00.2 10	1 70.1 85
"	11	2 00.2 75	2 30.2 40	2 00.2 10	1 65.1 80
"	18	2 60.2 75	2 30.2 40	2 00.2 10	1 65.1 80
"	25	2 60.2 75	2 30.2 40	2 00.2 10	1 75.1 85
September	1	2 50.2 65	2 25.2 35	2 00.2 10	1 75.1 85
"	8	2 60.2 65	2 25.2 35	2 00.2 10	1 75.1 85
"	15	2 45.2 60	2 20.2 30	2 00.2 10	1 75.1 85
"	22	2 40.2 55	2 15.2 25	2 00.2 10	1 70.1 80
"	29	2 40.2 55	2 15.2 20	2 00.2 10	1 70.1 80
October	6	2 40.2 55	2 15.2 20	2 00.2 10	1 70.1 80
"	13	2 40.2 55	2 15.2 20	2 00.2 10	1 70.1 80
"	20	2 40.2 55	2 15.2 20	2 00.2 10	1 70.1 80
"	27	2 40.2 55	2 15.2 20	2 00.2 10	1 70.1 80
November	3	2 40.2 55	2 15.2 20	2 00.2 10	1 70.1 80
"	10	2 45.2 60	2 20.2 30	2 00.2 10	1 70.1 80
"	17	2 55.2 65	2 30.2 40	2 00.2 10	1 80.1 90
"	24	2 50.2 65	2 25.2 35	2 00.2 10	1 80.1 90
December	1	2 50.2 65	2 25.2 35	2 00.2 10	1 80.1 90
"	8	2 55.2 65	2 30.2 40	2 05.2 15	1 80.1 90
"	15	2 55.2 60	2 30.2 35	2 05.2 15	1 80.1 90
"	22	2 50.2 60	2 25.2 35	1 95.2 05	1 80.1 90
"	29	2 50.2 60	2 25.2 35	1 95.2 05	1 80.1 90

GRAIN.

The grain trade of St. Louis for the year 1894 shows a very considerable decline from former years for the reason that the States from which supplies are principally drawn have no surplus to ship, or what small amounts could be spared were needed in Western localities, where the crops of '94 were nearly if not quite total failures.

The supplies which are mostly handled from this point come from the Trans-Mississippi States, and when there is no surplus in these States the effect is felt more in this than any other primary market.

The receipts at St. Louis for the past five years were as follows:

RECEIPTS.

	1894.	1893.	1892.	1891.	1890.
Wheat, bushels	10,008,242	14,642,999	27,483,855	25,523,183	11,730,774
Corn, "	23,546,945	33,809,405	32,030,080	21,530,940	45,003,681
Oats, "	10,196,605	10,056,225	10,604,810	12,432,215	12,259,955
Rye, "	140,285	588,799	1,139,153	1,149,490	501,064
Barley, "	2,088,438	1,986,746	2,691,249	2,108,546	2,794,880
Total "	45,970,515	61,079,174	73,999,097	62,744,374	72,280,344

Including flour reduced to wheat the receipts would be as follows:

1894—Total receipts of Flour and Wheat.....	51,646,405 bushels
1893 " " " "	66,348,786 "
1892 " " " "	80,548,196 "
1891 " " " "	68,835,754 "
1890 " " " "	77,795,282 "
1889 " " " "	68,466,596 "
1888 " " " "	51,105,121 "
1887 " " " "	48,748,562 "
1886 " " " "	42,918,800 "

The relative position of the nine principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

	1894—bush.	1893—bush.	1892—bush.	1891—bush.
Chicago.....	168,549,150	225,983,058	229,205,512	211,496,653
St. Louis.....	45,970,515	61,079,174	73,999,097	62,744,374
Minneapolis.....	64,108,240	67,092,810	83,064,030	66,174,725
Peoria.....	30,197,820	33,670,870	23,051,350	29,424,300
Kansas City.....	24,426,050	35,740,400	49,446,100	35,907,250
Milwaukee.....	19,659,990	35,099,393	86,511,311	27,837,817
Toledo.....	25,066,308	32,370,460	31,867,291	27,088,540
Duluth and Superior.....	35,675,959	33,914,990	46,960,494	41,260,850
Detroit.....	9,655,336	13,523,517	13,023,576	12,184,514

WHEAT.

The crop of 1893 was the smallest for several years, while the crop of 1894 was of more than average size and of excellent quality. From these two crops came the receipts of 1894, amounting to 10,003,242 bushels, the lightest receipts at this point for twenty years. The lightness of receipts is accounted for by the fact that the States west of the river had little or no wheat to spare, and, further, that the low prices prevailing resulted in a very considerable amount being fed to stock. The receipts from this source fell from 19,660,291 bushels in 1892 and 8,481,959 bushels in 1893 to but 4,894,554 bushels in 1894, while the receipts from other directions show a comparatively small decline.

Notwithstanding the low price prevailing, there was not the usual foreign demand, as Europe was supplied to a large extent from Russia, India and Argentine at even less prices than prevailed in this country.

The lowest price reached was on July 30th, when No. 2 Red sold at 47½ cents per bushel. The exports were 1,042,197 bushels via New Orleans and 407,197 bushels via the Atlantic Seaboard; while, 6,189,407 bushels were taken by city mills. The receipts at principal western points were as follows:

RECEIPTS OF WHEAT.

	1894, bush.	1893, bush.	1892, bush.
Minneapolis.....	55,000,610	57,890,460	72,727,000
Chicago.....	25,665,902	35,355,101	50,234,556
Duluth and Superior.....	32,225,769	32,910,896	46,660,573
St. Louis.....	10,003,242	14,642,999	27,483,555
Toledo.....	18,380,284	23,496,309	23,406,636
Kansas City.....	9,550,000	16,888,400	31,019,000
Milwaukee.....	8,101,618	12,806,319	14,562,101
Detroit.....	5,113,096	8,810,454	8,309,035
St. Paul.....	.....	2,525,000	4,866,000

The crop in the wheat producing states from which St. Louis receives her principal supply were as follows:

	1894, bush.	1893, bush.	1892, bush.
Missouri.....	23,353,920	15,287,552	24,824,000
Kansas.....	35,315,269	28,251,973	70,831,000
Nebraska.....	8,754,900	10,687,889	15,670,000
Tennessee.....	5,897,788	7,443,021	8,540,000
Kentucky.....	11,905,968	10,584,461	11,685,000
Indiana.....	43,644,064	35,579,404	39,865,000
Illinois.....	33,312,370	15,507,313	28,370,000
Iowa.....	10,787,400	6,749,324	7,237,400

Stocks at the close of the year in public and private elevators were 7,245,975 bushels.

CORN.

Receipts of Corn were 23,546,945 bushels against 33,809,405 in 1893. Again as with wheat the loss was almost entirely from the west from which direction 19,676,085 bushels were received in 1893 and but 10,700,080 bushels in 1894. The crops of Kansas and Nebraska were total failures in many parts of these States and Iowa raised only one-third of a crop. Missouri was the only State west of the river that produced a fair crop and this was only four-fifths of the usual yield.

The crop of the entire country was a short one, being 1,212,770,052 bushels, the smallest since 1881. Under these conditions values ruled high, being at times greater than wheat, consequently the movement for export from all points was considerably curtailed. The movement via the Mississippi river was 1,263,310 bushels, less than half the amount shipped in 1893 or in 1892—1,508,670 went to Europe via the Atlantic Seaboard and 430,385 bushels to Cuba via Gulf points. The bulk of the shipments went to the south for consumption; 3,181,037 bushels were taken by city mills for the manufacture of corn meal.

The crop in the surplus States east of the river was of fair proportions, consequently receipts at points which obtain their supply therefrom, show a fair business.

The receipts at the primary markets during the year were as follows:

RECEIPTS OF CORN.

	1894. Bushels.	1893. Bushels.	1892. Bushels.	1891. Bushels.
Chicago.....	64,951,815	91,255,154	78,510,385	72,770,304
St. Louis..	23,546,945	33,809,405	32,080,080	21,530,940
Peoria.....	13,370,170	11,851,020	11,523,200	11,650,400
Kansas City.....	10,933,600	14,546,000	13,657,100	10,571,600
Toledo.....	5,798,689	7,820,133	7,472,814	4,414,212
Detroit.....	1,602,610	1,787,881	1,320,583	1,177,692
Milwaukee.....	1,518,400	1,455,975	1,396,790	1,149,270
Cincinnati.....	10,744,781	6,684,547	4,844,680	5,786,336
Indianapolis.....	4,394,400	3,688,200	3,300,200	2,799,300

The crops of the corn surplus states for the past and previous years, as reported by the Department of Agriculture, are as follows:

	1894—Bush.	1893—Bush.	1892—Bush.	1891—Bush.
Ohio ..	71,973,737	64,487,266	83,853,000	94,092,000
Indiana.....	96,888,377	85,368,782	103,334,000	123,622,000
Illinois.....	160,121,491	160,550,470	165,327,000	224,880,000
Iowa.....	81,344,010	251,332,150	200,221,000	350,878,000
Missouri.....	116,011,654	158,197,715	152,489,000	203,210,000
Kansas.....	41,797,728	139,456,702	146,825,000	141,868,000
Nebraska.....	13,856,524	157,278,895	157,145,000	167,652,000
Total	590,992,521	1,017,171,980	1,008,194,000	1,816,227,000

OATS.

The oat crop of 1894 was an average one amounting to 662,036,928 bushels, The receipts at St. Louis were about the average, being 10,196,605 bushels. The bulk was received from the west and north. Shipments southward were 3,100,526 by rail and 536,775 bushels by river of which 34,662 bushels went to Cuba; 26,000 bushels were consumed by city mills in the manufacture of oat meal.

RYE.

Receipts of rye were 140,285 bushels and shipments 120,036 bushels most of which went to the East.

BARLEY.

Receipts of barley were 2,083,438 bushels, a slight increase over 1893, most all of which was taken by city malsters and brewers. Receipts were mainly from Iowa, Minnesota and Wisconsin, only about 20,000 bushels being from Canada and practically none from the west. St. Louis holds a prominent place in the manufacture of beer as shown by the following table:

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1877	...	...	...	...	...	471,232	bbls., or	14,608,192	galls
1878	...	...	...	...	...	521,684	"	16,172,204	"
1879	...	...	...	...	...	613,667	"	19,023,677	"
1880	...	...	...	...	...	828,072	"	25,670,232	"
1881	...	...	...	...	...	959,236	"	29,739,313	"
1882	...	...	...	...	...	1,069,715	"	33,661,165	"
1883	...	...	...	...	...	1,100,000	"	34,100,000	"
1884	...	...	...	...	...	1,122,265	"	34,790,215	"
1885	...	...	...	...	...	1,086,032	"	33,666,992	"
1886	...	...	...	...	...	1,280,091	"	39,682,821	"
1887	...	...	...	...	...	1,353,361	"	43,575,872	"
1888	...	...	...	...	...	1,482,883	"	46,710,815	"
1889	...	...	...	...	...	1,546,587	"	48,717,490	"
1890	...	...	...	...	...	1,856,883	"	58,498,114	"
1891	...	...	...	...	...	1,810,812	"	56,135,172	"
1892	...	...	...	...	...	1,961,449	"	60,814,919	"
1893	...	...	...	...	...	2,092,903	"	64,879,993	"
1894	...	...	...	...	...	1,931,666	"	59,881,646	"

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1894.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	83,360	894,690	3,408,165	878,680	20,800	237,000
February	88,920	192,478	3,829,665	548,905	16,800	144,000
March	129,386	284,153	3,265,040	939,330	10,500	119,250
April	113,475	271,689	2,794,220	841,190	8,508	85,250
May	104,285	184,674	3,071,745	1,053,830	8,083	12,000
June	103,198	209,147	2,015,685	551,570	1,958	.....
July	89,740	8,548,303	1,810,590	735,440	8,308	42
August	125,844	2,331,038	666,660	1,081,090	8,458	987
September	92,387	1,135,853	332,475	1,108,250	24,313	127,556
October	153,905	555,430	343,745	1,021,870	7,907	548,549
November	83,486	562,902	940,085	633,610	7,000	357,864
December	81,233	125,509	1,819,710	542,470	18,200	501,000
By Wagon .....	.....	328,478	600,000	300,000	.....	.....
Total	1,261,309	10,003,242	23,546,915	10,196,605	140,235	2,083,438

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1894.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	152,817	357,029	3,019,841	448,801	30,147	4,788
February	160,731	403,189	1,888,184	356,935	10,291	9,972
March	260,103	418,140	3,218,787	444,331	11,724	16,409
April	193,427	599,848	2,845,351	574,332	4,964	2,873
May	191,355	206,893	2,462,573	486,251	5,850	23
June	170,578	128,031	2,203,008	306,296	948	.....
July	153,564	206,698	1,415,627	171,541	3,408	.....
August	227,240	183,889	683,576	280,707	6,286	117
September	171,067	225,790	121,748	176,958	6,417	5,324
October	244,730	15,541	89,812	247,607	7,883	12,817
November	168,678	270,118	158,624	164,197	12,678	10,494
December	118,498	124,966	59,788	272,358	19,456	16,054
Total	2,148,398	3,140,172	18,163,853	3,909,809	120,036	78,871

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY YEARS.

	Receipts.	Shipments.
1873	27,260,820	20,649,147
1876	30,835,378	28,907,601
1877	34,198,700	25,333,588
1878	30,107,334	29,432,435
1879	48,037,578	33,676,424
1880	60,477,547	48,321,963
1881	51,784,403	39,509,218
1882	54,693,141	41,540,103
1883	51,983,494	37,632,949
1884	52,776,832	41,227,380
1885	52,579,425	38,833,580
1886	42,913,800	27,600,878
1887	48,748,562	30,003,822
1888	51,193,121	38,402,167
1889	68,466,596	46,232,700
1890	77,795,232	65,155,137
1891	68,835,754	51,350,319
1892	80,548,136	53,545,976
1893	66,348,786	51,487,800
1894	51,646,405	35,170,487

Since 1892, Flour is reduced to Wheat at four and one-half bushels to the barrel; previous to 1892, at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1863	4,553,591	542,331	2,800,277	1,611,618	3,249,192	1,936,870	367,931	192,553	624,591	64,426
1864	6,726,434	1,715,005	2,596,713	1,326,965	2,451,314	2,900,098	296,055	110,947	757,600	57,134
1865	6,036,353	1,636,563	3,037,660	1,537,660	4,519,510	2,144,744	310,543	100,264	776,518	70,451
1866	7,001,120	1,948,563	3,680,734	1,436,549	4,358,086	2,467,584	274,735	138,756	876,518	69,543
1867	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1868	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1869	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1870	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1871	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1872	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1873	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1874	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1875	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1876	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1877	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1878	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1879	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1880	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1881	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1882	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1883	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1884	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1885	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1886	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1887	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1888	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1889	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1890	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1891	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1892	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1893	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543
1894	6,107,477	1,816,417	3,076,739	1,476,739	4,463,086	2,467,584	277,887	120,368	876,518	69,543

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

YEAR.	Wheat, bu.		Corn, bu.		Oats, bu.		Rye, bu.		Barley, bu.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1875	772,866	413,608	28,076	117,316	1836	2,676,049	1,277,909	137,638	20,163	79,727
1876	510,566	585,073	164,202	189,666	1836	2,676,049	1,277,909	137,638	20,163	79,727
1877	413,465	590,845	31,470	93,309	1836	2,676,049	1,277,909	137,638	20,163	79,727
1878	437,149	492,504	37,313	98,483	1836	2,676,049	1,277,909	137,638	20,163	79,727
1879	1,223,246	1,871,123	55,804	165,669	1836	2,676,049	1,277,909	137,638	20,163	79,727
1880	1,069,717	1,616,943	63,214	76,144	1836	2,676,049	1,277,909	137,638	20,163	79,727
1881	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1882	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1883	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1884	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1885	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1886	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1887	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1888	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1889	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1890	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1891	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1892	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1893	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727
1894	838,076	1,376,943	91,941	161,393	1836	2,676,049	1,277,909	137,638	20,163	79,727

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1893.	1894.	Months.	1893.	1894.
January	1,123,918	894,560	January	699,533	357,029
February	786,504	192,478	February	887,663	402,189
March	645,269	284,152	March	668,542	418,140
April	337,363	271,689	April	600,351	599,846
May	287,355	184,674	May	518,383	206,896
June	345,636	209,147	June	1,006,590	128,031
July	2,307,104	3,348,303	July	989,224	205,698
August	2,486,328	2,331,038	August	864,818	185,939
September	2,435,739	1,183,812	September	468,186	225,790
October	1,795,610	556,420	October	260,543	15,541
November	1,078,167	582,992	November	770,860	270,118
December	626,106	186,509	December	131,521	124,956
By Wagon	500,000	328,478			
Total bushels...	14,642,992	10,003,242	Total bushels...	7,836,684	3,140,172

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1892.	1893.	1894.
The West by rail and Missouri river	19,660,291	8,481,969	4,894,554
The South by rail from west of Mississippi river	520,619	466,429	922,809
The South by Mississippi river boats	786,407	1,449,833	1,066,934
The South by rail from east of Mississippi river	3,654,166	1,959,411	874,143
The East by rail and by Illinois river	1,063,724	700,503	581,319
The North and Northwest by rail and river	3,190,708	1,084,864	1,065,606
Wagons from near the city	668,940	500,000	328,478
Total Receipts, bushels	27,483,855	14,642,999	10,003,242

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1892.	1893.	1894.
Europe direct via Atlantic seaboard	1,536,166	717,733	407,197
Europe via New Orleans, by river	6,662,799	3,710,419	1,042,197
The East by rail and Illinois and Ohio rivers	5,340,587	2,441,455	826,169
The West by rail and Missouri river	3,306	16,553	3,472
The South by rail	663,224	915,962	799,143
The South by river (local)	2,230	.....	3,555
The North by rail and river	125,812	85,162	58,440
Total Shipments, bushels	14,833,534	7,836,684	3,140,172

* A portion of this amount was transferred to barges at Belmont for export.

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1893.	1894.	Months.	1893.	1894.
January	4,153,320	3,408,165	January	3,012,295	3,019,341
February	4,012,190	2,829,565	February	3,711,308	1,889,124
March	3,997,355	3,265,040	March	3,925,716	3,218,797
April	2,331,915	2,794,280	April	3,200,698	2,485,351
May	2,183,705	3,071,745	May	2,231,494	2,462,573
June	3,189,175	2,015,635	June	2,728,808	2,308,008
July	2,062,185	1,610,390	July	1,843,846	1,415,527
August	1,843,065	666,860	August	1,926,108	683,576
September	1,790,945	332,475	September	1,539,257	124,761
October	1,974,635	393,745	October	1,588,480	89,812
November	1,836,240	940,685	November	1,411,755	152,623
December	3,833,775	1,618,710	December	2,736,184	59,796
By Wagons	600,000	600,000			
Total bushels ..	33,809,405	23,546,945	Total bushels...	29,656,427	18,163,353

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1892.	1893.	1894.
The West by rail and Missouri river	19,569,355	19,678,085	10,700,030
The South by rail from west of Mississippi river	179,925	9,575	470,445
The South by Mississippi river boats	15,300	5,790	42,435
The South by rail from east of Mississippi river	35,400	3,500	66,520
The East by rail and by Illinois river	907,580	880,000	2,238,220
The North and Northwest by rail and river	10,522,570	13,134,155	9,429,435
Wagons from near the city	800,000	600,000	600,000
Total Receipts, bushels	32,080,080	33,809,405	23,546,945

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1892.	1893.	1894.
Europe via Atlantic seaboard	1,347,858	3,572,232	1,508,679
Europe via New Orleans	5,763,187	3,293,808	1,263,310
Canada	19,430	9,375	3,532
Cuba and Mexico	139,732	590,714	430,365
Eastern points by rail	6,994,889	8,039,123	1,563,486
*Southern points by rail	7,849,252	13,227,951	12,532,153
Southern points by river	3,312	449,880	815,961
Local points	189,186	183,839	16,347
Total Shipments, bushels	22,606,756	29,656,427	18,163,833

* A part of this amount was transferred to barges at Belmont for export.

OATS.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1893.	1894.	Months.	1893.	1894.
January	314,985	373,630	January	689,156	443,801
February	508,200	548,905	February	301,585	365,985
March	910,580	989,280	March	334,186	444,331
April	601,845	841,190	April	453,123	574,332
May	284,975	1,068,880	May	301,991	486,251
June	710,886	551,570	June	380,214	508,296
July	625,680	738,440	July	142,967	171,541
August	835,295	1,031,060	August	184,263	260,707
September	1,058,290	1,106,250	September	296,826	176,968
October	1,255,460	1,021,870	October	514,097	247,607
November	625,120	653,610	November	399,268	164,197
December	757,900	842,470	December	372,645	272,353
By Wagon	300,000	300,000			
Total bushels....	10,056,225	10,196,605	Total bushels....	4,084,276	3,909,809

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1893.	1892.
The West by rail and Missouri River	2,843,210	4,639,860	5,291,505
The South by rail from West of Mississippi River	109,480	.....	62,340
The South by Mississippi River Boats	585	240	800
The South by rail from East of Mississippi River	16,715	11,280	22,010
The East by rail and Illinois River	2,654,645	571,915	477,375
The North by rail and river	4,271,980	4,232,330	4,349,780
Wagons near the city	300,000	300,000	400,000
Total Receipts, bushels	10,190,603	10,056,225	10,604,810

DIRECTION OF SHIPMENTS.

To	1894.
The West	37,721
The South by rail	3,100,536
The South by river	636,775
The East by rail	172,127
Local points	2,660
Total shipments, bushels	3,909,809

Of the shipments East by rail, 1,570 bushels went to Holland.
 Of the shipments South by rail, 33,092 bushels went to Cuba.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

R Y E.

RECEIPTS.			SHIPMENTS.		
Months.	1893.	1894.	Months.	1893.	1894.
January	139,300	20,300	January	115,482	20,147
February	101,500	16,300	February	123,426	10,391
March	73,500	10,500	March	68,034	11,724
April	56,981	8,508	April	81,069	4,964
May	30,836	8,083	May	35,616	5,650
June	10,088	1,958	June	7,167	943
July	6,894	8,308	July	9,505	3,408
August	16,100	8,458	August	4,678	6,285
September	13,327	24,813	September	15,164	6,417
October	37,100	7,907	October	27,633	7,883
November	43,593	7,600	November	48,837	13,673
December	54,600	18,200	December	50,394	19,456
Total bushels...	533,799	140,285	Total bushels...	586,323	120,036

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1893.	1892.
The West by rail and Missouri river	44,465	502,600	1,026,430
The South by rail from west of Mississippi river			700
The South by Mississippi river boats	175	81	63
The South by rail from east of Mississippi river		1,445	
The East by rail and Illinois river	45,887		1,521
The North by rail and river	50,258	79,673	160,439
Total Receipts, bushels	140,285	583,799	1,189,133

BARLEY.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1893.	1894.	Months.	1894.	1893.
January.....	206,850	237,000	January.....	26,231	4,788
February.....	155,250	144,000	February.....	32,775	9,973
March.....	238,500	119,250	March.....	27,167	16,409
April.....	18,000	86,250	April.....	11,989	2,873
May.....	7,500	12,000	May.....	1,458	23
June.....	1,500	.....	June.....	86	.....
July.....	1,500	43	July.....	.....	.....
August.....	869	937	August.....	238	117
September.....	35,623	127,566	September.....	778	5,824
October.....	433,640	548,549	October.....	19,553	12,817
November.....	510,259	867,864	November.....	10,273	10,494
December.....	317,350	501,000	December.....	2,025	16,054
Total bushels...	1,986,746	2,063,438	Total bushels....	122,613	78,871

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1892.	1893.	1891.
The West by rail and Missouri River	521,892	217,509	64,694
The South by rail from West of Mississippi River....	.....	3,000	117
The South by Mississippi River Boats .....	.....	518	960
The South by rail from East of Mississippi River.....	.....	119	.....
The East by rail and Illinois River	854,700	927,760	1,473,417
The North by rail and river	\$1,814,657	937,850	544,250
Total Receipts, bushels.....	2,691,249	1,996,746	2,063,438

No Canada barley received in 1893.

**Including 33,233 bushels of Canada Barley.

§ " 29,851 " " " "

20,000 bushels Canada Barley received in 1894.

DAILY CASH PRICES OF NUMBER 2 GRAIN DURING 1894.

DATE.	WHEAT.	CORN.	OATS.	RYE.
JAN. 2.....	56½ @ 56½	31½ @ 31½	27½ @ 27½ b.	46½ @ 49 b.
3.....	57½	32 32½	27½ 28 b.	47 bid
4.....	58½ 58½	32½ 32½	28 28½ b.	46 bid
5.....	58½	32½	28 bid	46 bid
6.....	59	32½	28 bid	46½ bid
8.....	59 59½	33	28½	46 bid
9.....	60 60½	33 33½	28½ bid	47 bid
10.....	59½ 59½	33 33½	29 btd	46
11.....	58½	33 32½	28½ bid	46½
12.....	57½	33	29	46½ nom.
18.....	57½ 57½	33 32½	28 bid	45 bid
15.....	56½	32 32½	27½ bid	.....
16.....	56½	32½ 32½	27½	45 bid
17.....	56½	32½ 32½	27½ 28 b.	44 bid
18.....	56½	32½ 32½	28½	47 bid
19.....	56½	32½ 33	28½ 28½ b.	45 bid
20.....	56½	33 33½	28½ bid	46 bid
22.....	57½	33 33½	28 bid	48
23.....	56½ 56½	32½ 33½	28½	47 bid
24.....	56	33 33½	29 29½	48 bid
25.....	56 56½	33½	30 asked	47 bid
26.....	56	33½ 33½	29	48 bid
27.....	55½ 56	32½ 33	28½ asked	48 bid
29.....	56	32½ 33	28½	45 bid
30.....	56½	33½ 33½	28½ 28½ b.	48 bid
31.....	56½ nom.	33½	28½ nom.	48 nom.
FEB. 1.....	56½ 56½	33½ 33½	28½ 29½ b.	49
2.....	56½	33½ 33½	28½	46 47 b.
3.....	56½	33½ 33½	29½ 28½ b.	48 bid
6.....	55½	32½ 33	28 bid	49
7.....	55 55½	32½ 32½	28½ 28½	49 nom.
8.....	55	33	28½ 23½	49 nom.
9.....	54½ 58½	33½ 33½	28½ bid	49 nom.
10.....	53½ 53	32½ 33	28 bid	p. t. @ 49
12.....	52½ 51½	32½ 33	28½	49 nom.
13.....	52½ 53½	32½ 33	28½ bid	55 56 b.
14.....	53½ 53½	33½ 33	28½ 28½ b.	52 bid
15.....	53 52½	32½ 33	28½ bid	53
16.....	51½ 52	32½	29 29½ b.	49 50 n.
17.....	53½ bid	33½ 33½	28½ 29 b.	50 bid
19.....	53 53½	33½ 33	29 29½ b.	49 nom.
20.....	58½ 53½	33 33½	29½ 28½ b.	45 bid
21.....	54½ 54½	33½ 33	29½	47½ 48 n.
23.....	55½ 55½	33½	29 30 b.	46 bid
24.....	55 54½	32½ 32½	29 bid	46 47 b.
26.....	54½ 54½	32½ 32½	29½ bid	45 47 b.
27.....	54½	32½ 33	28½	47 bid
28.....	54½	32½	29½	48
MAR. 1.....	55½ 54½	33 33½	29½	48 bid
2.....	55½ 55	33 32½	29½	47 bid
3.....	54½ 54½	32½ 33½	30 30½	47 47½ b.
5.....	54½	32½ 33½	30	48
6.....	54½	33½ 34½	30½	49 bid
7.....	56½ 54½	34 34½	31 bid	47½
8.....	56	34 34	31½ nom.	49 bid
9.....	54½	33½	31½ bid	47 bid
10.....	54½ 54½	34½ 34½	31½ bid	47 47½ b.
12.....	54 53½	34½ 34½	31½ 31½ b.	47 48 b.
13.....	54	34½	32 bid	47 bid
14.....	53½ 53½	34½	31 bid	50
15.....	58½	34	31 bid	50 nom.
16.....	58½	34	31 bid	47 bid
17.....	53½	33½ 34½	31 30½ b.	49 bid
19.....	58	33½ 34	31 bid	50
20.....	58½	34	31½ 31½ b.	50 nom.
21.....	58½ nom.	34½	31 bid	50 bid
22.....	53½	34½ 34½	31½ bid	50 bid
24.....	52½	34 34½	31 bid	48½ bid
26.....	58½	34½ 34½	31½ seller	50 bid
27.....	53½ 53½	34½ 34½	30½ 31 b.	48 bid
28.....	56	34½	32 bid	50 nom.
29.....	55½ 56½	34½ 34½	31 bid	50 bid
30.....	56½	34½ 34½	31½ bid	50 bid
31.....	56 55½	34½ 34½	31 bid	50 bid
APRIL 3.....	55½ 56	34½ 34½	31 asked	50 bid
8.....	56½ 56½	34½ 34½	31 asked	50 bid

DAILY CASH PRICES OF No. 2 GRAIN DURING 1894—Continued.

DATE.	WHEAT.	CORN.	OATS.	RYE.
APRIL 1.....	57% @ 58	35% @ 35%	32% @ 32%	51 bid
2.....	58 bid	35 35%	32 nom.	50 @ 50% b
3.....	58	35% 35%	32% bid	50 bid
4.....	58%	35	31% bid	50 bid
5.....	58	35%	32% bid	50 bid
6.....	56% 57	35% 36	32% bid	50 bid
7.....	56% 56%	35% 36	32% 32% b	51
8.....	54 54%	35% 36	33 33% b	51 nom.
9.....	55	35 36%	32% 33 b	52 bid
10.....	55	36 36%	33% 34 b	52 bid
11.....	54% 54%	36 36%	33 33% b	52
12.....	54%	36% 36%	33% bid	53 53%
13.....	54%	36% 36%	33% bid	54 54% b
14.....	55	36% 36%	33% 33% b	54 bid
15.....	54% 55	36% 36%	33% bid	54 54% b
16.....	54% 55	36% 36%	33% asked	55 55% b
17.....	54% 55	36% 36%	33% 33% b	55 bid
18.....	54% 55	36% 36%	33% asked	55
19.....	54% 55	36% 36%	33% 34% b	51
20.....	54% 55	36% 36%	33% bid	51 nom.
21.....	54% 55	36% 36%	33% bid	51 nom.
22.....	54% 55	36% 36%	33% bid	51
23.....	54% 55	36% 36%	33% bid	52
24.....	54% 55	36% 36%	33% bid	52 nom.
25.....	54% 55	36% 36%	33% bid	52
26.....	54% 55	36% 36%	33% bid	52
27.....	54% 55	36% 36%	33% bid	52
28.....	54% 55	36% 36%	33% bid	52
29.....	54% 55	36% 36%	33% bid	52
30.....	54% 55	36% 36%	33% bid	52
MAY 1.....	54% 55	36% 36%	33% bid	52
2.....	54% 55	36% 36%	33% bid	52
3.....	54% 55	36% 36%	33% bid	52
4.....	54% 55	36% 36%	33% bid	52
5.....	54% 55	36% 36%	33% bid	52
6.....	54% 55	36% 36%	33% bid	52
7.....	54% 55	36% 36%	33% bid	52
8.....	54% 55	36% 36%	33% bid	52
9.....	54% 55	36% 36%	33% bid	52
10.....	54% 55	36% 36%	33% bid	52
11.....	54% 55	36% 36%	33% bid	52
12.....	54% 55	36% 36%	33% bid	52
13.....	54% 55	36% 36%	33% bid	52
14.....	54% 55	36% 36%	33% bid	52
15.....	54% 55	36% 36%	33% bid	52
16.....	54% 55	36% 36%	33% bid	52
17.....	54% 55	36% 36%	33% bid	52
18.....	54% 55	36% 36%	33% bid	52
19.....	54% 55	36% 36%	33% bid	52
20.....	54% 55	36% 36%	33% bid	52
21.....	54% 55	36% 36%	33% bid	52
22.....	54% 55	36% 36%	33% bid	52
23.....	54% 55	36% 36%	33% bid	52
24.....	54% 55	36% 36%	33% bid	52
25.....	54% 55	36% 36%	33% bid	52
26.....	54% 55	36% 36%	33% bid	52
27.....	54% 55	36% 36%	33% bid	52
28.....	54% 55	36% 36%	33% bid	52
29.....	54% 55	36% 36%	33% bid	52
30.....	54% 55	36% 36%	33% bid	52
JUNE 1.....	54% 55	36% 36%	33% bid	52
2.....	54% 55	36% 36%	33% bid	52
3.....	54% 55	36% 36%	33% bid	52
4.....	54% 55	36% 36%	33% bid	52
5.....	54% 55	36% 36%	33% bid	52
6.....	54% 55	36% 36%	33% bid	52
7.....	54% 55	36% 36%	33% bid	52
8.....	54% 55	36% 36%	33% bid	52
9.....	54% 55	36% 36%	33% bid	52
10.....	54% 55	36% 36%	33% bid	52
11.....	54% 55	36% 36%	33% bid	52
12.....	54% 55	36% 36%	33% bid	52
13.....	54% 55	36% 36%	33% bid	52
14.....	54% 55	36% 36%	33% bid	52
15.....	54% 55	36% 36%	33% bid	52
16.....	54% 55	36% 36%	33% bid	52
17.....	54% 55	36% 36%	33% bid	52
18.....	54% 55	36% 36%	33% bid	52
19.....	54% 55	36% 36%	33% bid	52
20.....	54% 55	36% 36%	33% bid	52
21.....	54% 55	36% 36%	33% bid	52
22.....	54% 55	36% 36%	33% bid	52
23.....	54% 55	36% 36%	33% bid	52
24.....	54% 55	36% 36%	33% bid	52
25.....	54% 55	36% 36%	33% bid	52
26.....	54% 55	36% 36%	33% bid	52
27.....	54% 55	36% 36%	33% bid	52
28.....	54% 55	36% 36%	33% bid	52
29.....	54% 55	36% 36%	33% bid	52
30.....	54% 55	36% 36%	33% bid	52
JULY 1.....	54% 55	36% 36%	33% bid	52
2.....	54% 55	36% 36%	33% bid	52

DAILY CASH PRICES OF No. 2 GRAIN DURING 1894—Continued

DATE.	WHEAT.	CORN.	OATS.	RYE.
JULY 5	55% ^②	41 nom.	43 bid	53%
6	55%	41 ^② 41%	40 bid	53% nom.
7	55%	41	38 bid	51 bid
9	54%	41% 41%	45 ask	51 bid
10	54%	41%	41 ask	51 bid
11	55%	41%	45 ask	50 bid
12	54	43	38 nom.	50 50%b
13	53	41%	32 bid	51 bid
14	52% 52%	41% 40%	31	50
16	52	39% 40	29 30 bid	50
17	51%	40% 40%	31% 31%	49
18	51	40% 40%	31% 31%	46
19	50%	39% 39	29 30 bid	43 43%a.
20	50%	39% 39%	29% 29%	43
21	49%	39% 39	28% bid	44
23	48%	39%	28 sel	44 asked
24	48%	40% 41%	27% 27%	42
25	48%	40% 41	27% 27%	40 41 bid
26	47% 47%	41	27% 27%	40%
27	47%	42% 42%	25 bid	41
28	47%	41% 42%	28 27%	40%
30	47%	42%	28% 28%	40
31	47%	43% 44	28% 28%	40
AUG. 1	47%	44% 45%	28%	40 40%
2	40	47% 47%	29%	41
3	48%	47% 48%	29%	41 42 bid
4	48%	48	28%	45
5	49%	50 50%	30% 30%	44
6	51%	51% bid	32% ask	47 bid
7	52	53%	32	50
8	52%	53%	32% 32	53
10	51%	55%	31%	50 bid
11	52	54%	31 ask	52% bid
13	50%	51%	30%	50 bid
14	50%	51%	30% 31	50 51
15	53	55%	31	52%
16	51	54 bid	30%	50 bid
17	50%	53%	30% 30% b	50 bid
18	50%	52	30%	.....
20	51%	53%	31 bid	51 bid
21	51%	54%	31 ask	50 53
22	51%	55	31%	52% 53%
23	51%	54%	31% 32% b	53
24	50%	53%	30% bid	52 bid
25	50%	52%	30%	55
27	50%	55	30% bid	58
28	50%	52	30%	58
29	49%	53%	29% 30	52%
30	50	52	29% 30	52% 53
31	50%	53	30% 30%	53 bid
SEPT. 1	50%	53% 54	30%	53
4	50	54	30% bid	54 bid
5	50%	54% bid	30%	54%
6	50%	55%	30%	56
7	50%	57 nom.	30% 31 b	55 54%b
8	50%	53%	30% bid	55 56b
10	50%	56	30% % b	55 56b
11	50%	56%	31	57% bid
12	51	56	30% 31 b	58% bid
13	50%	55	30% 31	58 bid
14	50%	55	31	61 E t
15	50	55	30% 31 b	58 bid
17	50	54% 55%	30% 31 b	57% sel
18	49%	54%	31	48
19	50	55	30% 31 b	49
20	48%	54%	30%	48 E t E
21	48%	54%	30% 30% b	48 E t
22	49	53%	29% 30	49% 50 b
24	48%	53%	29% % b	50 51 b
25	47	53%	29% % b	50 bid
26	48%	53%	29%	48 bid
27	48%	53	28%	48 bid
28	47%	53	29	48
29	45%	51	29 29%	48 bid
OCT. 1	48%	53 50%	29 29%	48 48%b
2	48%	49%	29% sel	50 sel

DAILY CASH PRICES OF No. 2 GRAIN DURING 1893—Continued

DATE.	WHEAT.	CORN.	OATS.	RYE.
Oct. 3	48½ @	50 @ bid	29½ @ 30½	47½ @ 48 bid
4	49½	51	30	50 bid
5	49½	51 bid	29½ 30 b	50 bid
6	49½	53	29½	51 bid E trk
7	49½	51½	29½	48 49
8	48½	51	28½	51 E trk
9	48½	50	28½	51 bid
10	48½	50	28½	51 bid
11	48½	49	29½	51 nom
12	48½	48½	29½	50½
13	48½	47½	29½	50 bid
14	48	46½	29	50 E trk
15	48	46½	29	50½
16	48	46½	29 sel	50 bid
17	48½	46½	29	50½
18	48½	47	29	49 bid
19	48½	46½	28½ 29 b	47
20	49½	47½	28½ 29 b	47
21	48½	46½	28½ 29 b	48 bid
22	48½	46	29	48 bid
23	48½	46½	28½ 29 b	50 bid
24	48	47	29	48
25	48½	46½	29	50
26	48½	46½	29	48 bid
27	48½	46½	29	50 bid
28	48½	46½	29	48 bid
29	48½	48	29½	52
30	48½	48	28½ 29 b	49 sel
31	48½	48	28½	48 bid
Nov. 1	48½	48½	29½	50 nom
2	49½	48½	29½ 30 b	49 bid
3	49½	48½	29½	49 bid
4	49½	47½	29½	49 bid
5	50½	46½	30	50 E trk
6	50½	45½	29	50 bid
7	51	45½	29	50 bid
8	51	46½	29½	51 E trk
9	51½	45½	30	50
10	51½	45½	29½	50 nom
11	51½	45½	30	50 nom
12	51½	46	30	50 nom
13	52	46½	30½ b	50
14	52	46½	30	50
15	52	46½	30½ b	50
16	52	46½	30	50
17	52½	45½	30½	51½ E trk
18	52½	45½	30	52½ 53½ b
19	52½	45½	30	52½ bid
20	51½	45	30	51 bid
21	51½	45½	30½	51 bid
22	50½	44½	30	51 bid
23	50½	44½	30	51 bid
24	50½	44	29½	51 nom
25	50½	44½	30	51 nom
26	51½	44½	30½ b	51 bid
27	51½	44½	30½ b	51 bid
28	52	45	30½	50 bid
29	52½	45½	30	50 bid
30	52½	45½	30½	51 bid
31	52½	45½	30½	52 bid
Dec. 1	52½	45½	30½	51 bid
2	52½	45½	30½	51 bid
3	52½	45½	30½	51 bid
4	52½	45½	30½	51 bid
5	52½	45½	30½	51 bid
6	52½	45½	30½	51 bid
7	52½	45½	30½	51 bid
8	52½	45½	30½	51 bid
9	52½	45½	30½	51 bid
10	52½	45½	30½	51 bid
11	52½	45½	30½	51 bid
12	52½	45½	30½	51 bid
13	52½	45½	30½	51 bid
14	52½	45½	30½	51 bid
15	52½	45½	30½	51 bid
16	52½	45½	30½	51 bid
17	52½	45½	30½	51 bid
18	52½	45½	30½	51 bid
19	52½	45½	30½	51 bid
20	52½	45½	30½	51 bid
21	52½	45½	30½	51 bid
22	52½	45½	30½	51 bid
23	52½	45½	30½	51 bid
24	52½	45½	30½	51 bid
25	52½	45½	30½	51 bid
26	52½	45½	30½	51 bid
27	52½	45½	30½	51 bid
28	52½	45½	30½	51 bid
29	52½	45½	30½	51 bid
30	52½	45½	30½	51 bid
31	52½	45½	30½	51 bid

DAILY RANGE DURING JANUARY, ON CASH No. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.

1894	WHEAT.				CORN.				OATS.	
	No. 2.	JAN.	MAY.	JULY.	No. 2.	JAN.	FEB.	MAY.	JULY.	MAY.
2.....	56½ @ 56½ 57	56½ @ 56½ 57	62½ @ 62	.....	31½ @ 31½ 32	31½ @ 31½ 32	.....	34½ @ 34½	.....	30½ bid
3.....	57½ 58½ 59	57½ 58½ 59	63½ 64	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	30½ bid
4.....	58½ 59 59½	58½ 59 59½	64½ 65	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
5.....	59 59½ 60	59 59½ 60	65½ 66	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
6.....	59½ 60 60½	59½ 60 60½	66½ 67	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
7.....	60 60½ 61	60 60½ 61	67½ 68	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
8.....	60½ 61 61½	60½ 61 61½	68½ 69	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
9.....	61 61½ 62	61 61½ 62	69½ 70	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
10.....	61½ 62 62½	61½ 62 62½	70½ 71	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
11.....	62 62½ 63	62 62½ 63	71½ 72	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
12.....	62½ 63 63½	62½ 63 63½	72½ 73	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
13.....	63 63½ 64	63 63½ 64	73½ 74	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
14.....	63½ 64 64½	63½ 64 64½	74½ 75	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
15.....	64 64½ 65	64 64½ 65	75½ 76	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
16.....	64½ 65 65½	64½ 65 65½	76½ 77	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
17.....	65 65½ 66	65 65½ 66	77½ 78	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
18.....	65½ 66 66½	65½ 66 66½	78½ 79	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
19.....	66 66½ 67	66 66½ 67	79½ 80	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
20.....	66½ 67 67½	66½ 67 67½	80½ 81	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
21.....	67 67½ 68	67 67½ 68	81½ 82	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
22.....	67½ 68 68½	67½ 68 68½	82½ 83	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
23.....	68 68½ 69	68 68½ 69	83½ 84	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
24.....	68½ 69 69½	68½ 69 69½	84½ 85	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
25.....	69 69½ 70	69 69½ 70	85½ 86	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
26.....	69½ 70 70½	69½ 70 70½	86½ 87	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
27.....	70 70½ 71	70 70½ 71	87½ 88	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
28.....	70½ 71 71½	70½ 71 71½	88½ 89	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
29.....	71 71½ 72	71 71½ 72	89½ 90	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
30.....	71½ 72 72½	71½ 72 72½	90½ 91	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid
31.....	72 72½ 73	72 72½ 73	91½ 92	bid	32½ 32½ 32½	32½ 32½ 32½	.....	35½ 35½	.....	31½ bid

DAILY RANGE DURING FEBRUARY, ON CASH NO. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.

1894	WHEAT.				CORN.				OATS.	
	FEB.		MAY.		FEB.		MARCH.		MAY.	
	No. 3.		No. 2.		No. 2.					
1.....	56 1/2 @ 56 3/4	nom	60 1/2 @ 61 1/2	62 1/2 @ 61 1/2	53 1/2 @ 53 1/2	53 1/2 @ 53 1/2	34 @ asked	34 1/2 @ 35 1/2	30 1/2 @ 30 1/2	80 1/2 @ 80 1/2
2.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
3.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
4.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
5.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
6.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
7.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
8.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
9.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
10.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
11.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
12.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
13.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
14.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
15.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
16.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
17.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
18.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
19.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
20.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
21.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
22.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
23.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
24.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
25.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
26.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
27.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2
28.....	56 1/2	56 1/2	60 1/2	61 1/2	53 1/2	53 1/2	34 asked	35 1/2	30 1/2	80 1/2

**DAILY RANGE DURING MARCH, OF CASH NO. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.**

1894	WHEAT.			CORN.				OATS.		
	CASH.	MAY.	JULY.	CASH.	MARCH.	MAY.	JUNE.	JULY.	MAY.	JULY.
1	55 1/2 @ 54 1/2 n	56 1/2 @	57 1/2 58 1/2 @ 59	53	52 1/2 @ 52 1/2	53 1/2 @ 53 1/2	54 1/2 54 1/2	54 1/2 @ 54 1/2	50 1/2	50 1/2
2	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
3	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
4	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
5	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
6	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
7	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
8	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
9	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
10	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
11	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
12	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
13	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
14	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
15	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
16	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
17	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
18	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
19	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
20	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
21	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
22	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
23	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
24	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
25	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
26	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
27	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
28	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
29	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
30	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2
31	55 1/2	56 1/2	57 1/2 58 1/2	53 1/2	52 1/2 52 1/2	53 1/2 53 1/2	54 1/2 54 1/2	54 1/2 54 1/2	50 1/2	50 1/2

DAILY RANGE DURING APRIL OF CASH NO. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.

1894.	WHEAT.			CORN.			OATS.		
	CASH.	FUTURES.		CASH.	FUTURES.		MAY.	FUTURES.	
		MAY.	JULY.		APRIL.	MAY.		JUNE.	JULY.
2.....	56 1/2 @	56 1/2 @	58 1/2 @	34 1/2 @	34 1/2 @	34 1/2 @	31 1/2 @	31 1/2 @	31 1/2 @
3.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
4.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
5.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
6.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
7.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
8.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
9.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
10.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
11.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
12.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
13.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
14.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
15.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
16.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
17.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
18.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
19.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
20.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
21.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
22.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
23.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
24.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
25.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
26.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
27.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
28.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
29.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2
30.....	56 1/2	56 1/2	58 1/2	34 1/2	34 1/2	34 1/2	31 1/2	31 1/2	31 1/2

**DAILY RANGE DURING MAY ON CASH NO. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.**

1894.	WHEAT.			CORN.			OATS.					
	CASH.		AUG.	MAY.		JUNE.	JULY.	SEPT.	MAY.		JULY.	AUG.
1.....	53 1/2 @	53 1/2 @	55 1/2 @	36 1/2 @	36 1/2 @	36 1/2 @	36 1/2 @	.....	33 1/2	bid 37 1/2	nom	24 1/2 nom
2.....	54 1/2	53 1/2	55 1/2	37 1/2	36 1/2	36 1/2	36 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
3.....	54 1/2	53 1/2	55 1/2	38 1/2	asked 36 1/2	36 1/2	bid 36 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
4.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
5.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
6.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
7.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
8.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
9.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
10.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
11.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
12.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
13.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
14.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
15.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
16.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
17.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
18.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
19.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
20.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
21.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
22.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
23.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
24.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
25.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
26.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
27.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
28.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
29.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
30.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid
31.....	54 1/2	53 1/2	55 1/2	38 1/2	37 1/2	37 1/2	nom 37 1/2	.....	34 1/2	bid 27 1/2	nom	24 1/2 bid

DAILY RANGE DURING JUNE ON CASH NO. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.

THE CITY OF ST. LOUIS.

183

1894.	WHEAT.				CORN.				OATS.			
	CASH.		FUT.		CASH.		FUT.		JULY.		AUG.	
1	61	bid 62	@ 53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
2	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
3	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
4	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
5	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
6	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
7	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
8	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
9	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
10	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
11	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
12	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
13	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
14	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
15	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
16	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
17	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
18	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
19	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
20	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
21	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
22	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
23	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
24	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
25	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
26	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
27	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
28	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
29	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4
30	61	bid 62	53 1/2	52 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39 3/4	39 3/4	39 3/4	39 3/4

DAILY RANGE DURING JULY ON CASH No. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.

1894	WHEAT.				CORN.				OATS.			
	CASH.		FUT.		CASH.		FUT.		CASH.		FUT.	
	JULY.	AUG.	SEPT.	DEO.	JULY.	SEPT.	JULY.	SEPT.	JULY.	AUG.	SEPT.	SEPT.
2.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
5.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
6.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
7.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
9.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
10.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
11.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
12.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
13.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
14.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
16.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
17.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
18.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
19.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
20.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
21.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
22.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
23.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
24.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
25.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
26.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
27.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
28.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
29.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
30.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2
31.....	55 1/2	54 1/2	55 1/2	59 1/2	41	41 1/2	39 1/2	39 1/2	34	39	38 1/2	39 1/2

DAILY RANGE DURING AUGUST ON CASH No. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND ON FUTURE OATS.

THE CITY OF ST. LOUIS.

185

1891.	WHEAT.					CORN.					OATS.				
	CASH.		AUG.		MAY.	CASH.		AUG.			AUG.		SEPT.		
1.....	47½	47½	47½	48½	.....	44½	45½	45	45½	41	43½	43½	28½	29½	31 nom
2.....	48	48	48½	49	.....	47½	47½	47½	46½	43	46½	46½	29½	30	31 nom
3.....	48½	48½	48½	49½	.....	47½	48½	47½	46½	43	46½	46½	29½	30	31 nom
4.....	49	49	49½	50	.....	48	49	48	47½	42½	47½	47½	30	30½	34½
5.....	49½	49½	49½	50½	.....	50	50½	51	49	44	49	49	30	30½	34½
6.....	50	50	50½	51	.....	50½	51	50	49½	47½	50	50	30½	31	35½
7.....	50½	50½	50½	51½	.....	51	51½	51	50½	48	51	51	31	31½	36
8.....	51	51	51½	52	.....	51½	52	51	51	48½	51½	51½	31½	32	36½
9.....	51½	51½	51½	52½	.....	52	52½	52	51½	49	52½	52½	32	32½	37
10.....	52	52	52½	53	.....	52½	53	52½	52½	49½	53	53	32½	33	37½
11.....	52½	52½	52½	53½	.....	53	53½	53	53	50	53½	53½	33	33½	38
12.....	53	53	53½	54	.....	53½	54	53½	53½	50½	54	54	33½	34	38½
13.....	53½	53½	53½	54½	.....	54	54½	54	54	51	54½	54½	34	34½	39
14.....	54	54	54½	55	.....	54½	55	54½	54½	51½	55	55	34½	35	39½
15.....	54½	54½	54½	55½	.....	55	55½	55	55	52	55½	55½	35	35½	40
16.....	55	55	55½	56	.....	55½	56	55½	55½	52½	56	56	35½	36	40½
17.....	55½	55½	55½	56½	.....	56	56½	56	56	53	56½	56½	36	36½	41
18.....	56	56	56½	57	.....	56½	57	56½	56½	53½	57	57	36½	37	41½
19.....	56½	56½	56½	57½	.....	57	57½	57	57	54	57½	57½	37	37½	42
20.....	57	57	57½	58	.....	57½	58	57½	57½	54½	58	58	37½	38	42½
21.....	57½	57½	57½	58½	.....	58	58½	58	58	55	58½	58½	38	38½	43
22.....	58	58	58½	59	.....	58½	59	58½	58½	55½	59	59	38½	39	43½
23.....	58½	58½	58½	59½	.....	59	59½	59	59	56	59½	59½	39	39½	44
24.....	59	59	59½	60	.....	59½	60	59½	59½	56½	60	60	39½	40	44½
25.....	59½	59½	59½	60½	.....	60	60½	60	60	57	60½	60½	40	40½	45
26.....	60	60	60½	61	.....	60½	61	60½	60½	57½	61	61	40½	41	45½
27.....	60½	60½	60½	61½	.....	61	61½	61	61	58	61½	61½	41	41½	46
28.....	61	61	61½	62	.....	61½	62	61½	61½	58½	62	62	41½	42	46½
29.....	61½	61½	61½	62½	.....	62	62½	62	62	59	62½	62½	42	42½	47
30.....	62	62	62½	63	.....	62½	63	62½	62½	59½	63	63	42½	43	47½
31.....	62½	62½	62½	63½	.....	63	63½	63	63	60	63½	63½	43	43½	48

DAILY RANGE DURING SEPTEMBER ON CASH ON No. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.

DATE.	WHEAT.				CORN.				OATS.			
	CASH.	SEPT.	DEC.	MAY.	CASH.	SEPT.	DEC.	MAY.	SEPT.	OCT.	MAY.	
1	50 1/2 @	49 1/2 @	54 1/2 @	53 1/2 @	53 1/2 @	54	49 1/2 @	50 1/2 @	30 1/2 @	.....	35 1/2 @
4	50 1/2	50 1/2	54 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
5	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
6	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
7	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
8	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
9	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
10	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
11	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
12	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
13	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
14	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
15	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
16	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
17	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
18	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
19	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
20	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
21	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
22	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
23	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
24	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
25	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
26	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
27	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
28	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2
29	50 1/2	50 1/2	53 1/2	53 1/2	54 1/2	54	48 1/2	50 1/2	30 1/2	.....	35 1/2

**DAILY RANGE DURING OCTOBER ON CASH No. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.**

1891.	WHEAT.				CORN.				OATS.		
	CASH.	OCT.	DEC.	MAY.	CASH.	OCT.	DEC.	MAY.	OCT.		MAY.
1.....	48½ @	48½	50½ @	56	49½ @	50½	46½ @	47½ @	29½	non 31½ @	33½
2.....	48½	48½	50½	55½	49½	50½	45½	47½	29½	bid 33½	33½
3.....	48½	48½	50½	55½	50	50	45½	47½	29½	bid 33½	31½
4.....	48½	48½	50½	55½	50	50	45½	47½	29½	@ 29½	34
5.....	48½	48½	50½	55½	51	51	45½	47½	29½	nom	33½
6.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
7.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
8.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
9.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
10.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
11.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
12.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
13.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
14.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
15.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
16.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
17.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
18.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
19.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
20.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
21.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
22.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
23.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
24.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
25.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
26.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
27.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
28.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
29.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
30.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½
31.....	48½	48½	50½	55½	51	51	45½	47½	29½	34	33½

DAILY RANGE DURING NOVEMBER ON CASH No. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.

18 th .	WHEAT.			CORN.			OATS.		
	CASH.	NOV.	DEC.	MAY.	CASH.	NOV.	DEC.	MAY.	MAY.
1.....	48½ @ 48½	48½	49½ @ 49½	54½ @ 54½	48½ @ 48½	48	47½ @ 47½	29½	32½ @ 32½
2.....	49½	49½	49½	55½	48½	48	47½	29½	32½
3.....	49½	49½	49½	55½	48½	48½	47½	bid	nom
4.....	49½	49½	49½	55½	48½	48½	47½	bid	nom
5.....	49½	49½	49½	55½	48½	48½	47½	bid	nom
6.....	50½	50½	50½	56½	48½	48½	47½	bid	32½
7.....	50½	50½	50½	56½	48½	48½	47½	bid	32½
8.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
9.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
10.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
11.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
12.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
13.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
14.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
15.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
16.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
17.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
18.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
19.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
20.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
21.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
22.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
23.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
24.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
25.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
26.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
27.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
28.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
29.....	51½	51½	51½	57½	48½	48½	47½	bid	32½
30.....	51½	51½	51½	57½	48½	48½	47½	bid	32½

**DAILY RANGE DURING DECEMBER ON CASH No. 2 WHEAT AND CORN, PRICES ON THE ACTIVE FUTURES, AND
ON FUTURE OATS.**

THE CITY OF ST. LOUIS.

189

1894	WHEAT.				CORN.				OATS.	
	CASH.	DEC.	JAN.	MAY.	CASH.	DEC.	JAN.	MAY.	DEC.	MAY.
1.....	52½ @	52½ @	52½ @	57½ @	45½ @	45½ @	44½	46½ @	30½	32½ @
2.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
3.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
4.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
5.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
6.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
7.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
8.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
9.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
10.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
11.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
12.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
13.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
14.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
15.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
16.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
17.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
18.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
19.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
20.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
21.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
22.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
23.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
24.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
25.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
26.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
27.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
28.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
29.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
30.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½
31.....	53½	53½	53½	58½	46½	46½	45½	nom 46½	nom 32½	nom 32½

RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED

TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cent. of Total Crop marketed at St. Louis.
1887.....	1,006,448	13,221,688	17,750,681	457,218,000	3.88
1888.....	984,021	13,416,472	17,845,667	456,829,000	3.91
1889.....	921,366	12,960,809	17,106,856	414,868,000	4.12
1890.....	1,340,817	15,205,124	21,236,550	490,580,000	4.33
1891.....	1,227,546	12,312,360	17,836,217	399,262,000	4.47
1892.....	1,431,990	26,998,228	33,442,183	611,780,000	5.46
1893.....	1,397,408	26,013,338	32,301,974	515,949,000	6.26
1894.....	1,148,435	12,663,004	17,809,061	396,181,725	4.50

DOMESTIC EXPORTS OF FLOUR AND GRAIN FROM THE UNITED STATES

FOR THE CALENDAR YEAR 1894,

As reported by Mr. Worthington C. Ford, Chief of Bureau of Statistics, Washington, D. C.

Customs Districts from which Exported.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Rye Flour bbls.	Wheat, bush.	Wheat Flour bbls.
New York	300	11,013,265	190,645	238,514	3,830,964	8,538	3,379	22,913,945	6,292,111
Boston.....		3,896,983	30,991	2,350	3,808,060			3,861,876	2,103,441
Philadelphia..		2,529,809	1,509	169	1,647,610		2	4,204,412	1,277,711
Baltimore.....		7,768,377	17,156	46	2,443,880		1	8,448,448	2,943,511
New Orleans...		5,441,448	214	12,712	10,077		1	2,925,541	133,011
San Francisco	2,101,931	302,706		65,961	4,200	74		11,876,083	756,211
Chicago.....		1,849,408						1,544,462	4,411
Duluth.....		544,058	10,858	880				1,160	255,111
Galveston.....		5,412		18,114				1,659,986	164,211
Huron.....		610,700	1,622	3,000	4,000			135,137	56,811
Key West.....		14,275		5,650					132,711
Miami.....		664,752						99,000	61,411
Newport News		2,822,738	936		76,939			2,365,402	81,011
Norfolk.....		4,044,938						51,428	673,211
Oregon.....								53,573	35,911
Portland.....		679,740	8		14,700			8,183	60,911
Puget Sound..	20,807	2,510	558	226,946				4,567,264	328,811
Superior.....		3,834	2	25			3	1,129,446	4,511
Williamette...	89,228		104	4,674				6,266,993	116,511
Other districts	162,417	802,758	2,354	53,020	50,991	62	60	411,043	303,811
Total Exp.	1894	2,374,683	41,806,711	257,856	632,061	11,891,411	8,674	3,446	72,523,389
"	1893	5,713,399	55,143,918	239,611	7,129,985	7,639,204	763,796	2,403	108,377,569
"	1892	2,151,030	77,471,179	807,264	5,296,804	14,546,806	5,036,667	2,632	125,518,441
"	1891	2,585,318	30,691,851	274,104	4,972,790	10,783,971	7,956,316	5,143	129,638,934
"	1890	827,818	86,817,220	352,479	12,207,859	20,550,332	1,718,507	4,093	49,271,580
"	1889	1,070,567	81,278,006	333,987	2,329,361	17,676,481	1,045,896	4,907	45,610,978
"	1888	1,565,737	33,773,756	286,197	523,744	4,761,932	103,020	2,143	49,531,915
"	1887	424,816	33,579,072	275,221	332,780	8,329,189	299,078	3,472	95,128,641
"	1886	1,199,784	56,683,191	268,947	968,499	21,327,055	144,856	2,484	89,204,887

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL TWO MONTHS. BUSH.
1884.....	2,381,038	3,348,303	5,679,341
1885.....	2,486,228	2,207,104	4,693,332
1886.....	6,610,977	3,276,494	9,887,471
1887.....	5,194,505	3,627,926	8,822,431
1888.....	2,169,492	2,476,880	4,645,852
1889.....	3,080,862	2,830,065	5,410,967
1890.....	4,021,192	2,111,895	6,132,587
1891.....	3,094,687	4,419,484	7,514,091
1892.....	2,723,037	4,476,270	7,199,307
1893.....	2,167,175	984,858	3,152,033
1894.....	3,463,522	1,678,134	5,439,656
1895.....	3,290,267	1,299,448	4,589,715
1896.....	3,787,030	4,022,118	7,769,148
1897.....	1,628,189	1,602,428	3,430,617
1898.....	3,872,201	4,076,131	7,448,332
1899.....	2,978,825	2,900,949	5,879,774
1890.....	2,203,441	1,746,845	3,950,286
1891.....	1,267,167	1,063,223	2,330,390
1892.....	1,068,285	796,285	1,864,570

RECEIPTS OF WHEAT BY CROP YEARS.

	Bushels.		Bushels.
Year ending June 30, 1885.....	17,547,567	Year ending June 30, 1891.....	12,312,260
" " " 1886.....	8,400,131	" " " 1892.....	26,996,228
" " " 1887.....	12,221,688	" " " 1893.....	26,013,638
" " " 1888.....	12,960,800	" " " 1894.....	12,663,604
" " " 1889.....	15,205,124		

EARLIEST NEW-CROP RECEIPTS IN 1894.

On June 16th the first car of new wheat arrived from Charleston, Mo., graded No. 2.
The first wheat from Illinois was on June 21st from Alexander County.

CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1894.

MILLERS.	NAME OF MILL.	Capacity 24 Hours.	Corn Meal, bbls.	Hominy and Grits, bbls.	Rye Flour, bbls.
Engelke & Feiner.	Southern.....	2,000	213,156	51,389	.....
Flanagan & Co....	Pearl Hominy....	1,500	180,000	127,000	.....
National Cereal Co..	700	43,600	26,500	.....
H. B. Eggers & Co..	Meramec.....	.....	.....	..	2,500
Total 1894.....	436,756	204,859	2,500
Total 1893.....	389,660	124,578	2,500
Total 1892.....	411,179	122,537	6,049
Total 1891.....	555,747	150,144	6,304
Total 1890.....	609,730	164,559	5,053
Total 1889.....	580,952	131,375	10,104
Total 1888.....	448,404	84,216	10,885
Total 1887.....	497,989	64,978	9,239
Total 1886.....	415,420	70,869	6,896
Total 1885.....	483,786	67,118	5,929
Total 1884.....	576,370	78,603	2,517
Total 1883.....	441,157	60,870	6,494
Total 1882.....	738,566	85,201	6,160
Total 1881.....	905,704	122,021	13,001
Total 1880.....	650,856	45,254	23,311
Total 1879.....	435,963	28,595	27,631
Total 1878.....	348,695	19,833	30,131
Total 1877.....	388,371	30,313	37,435
Total 1876.....	427,953	19,004	23,310
Total 1875.....	480,557	19,631	19,303

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1893.....	17,891	394,417	.....
1894.....	7,195	476,063	.....
1895.....	10,536	523,459	49,772
1896.....	5,921	496,791	61,050
1897.....	3,506	494,135	49,149
1898.....	11,390	372,874	83,783
1899.....	11,186	503,717	98,896
1890.....	26,275	599,516	100,376
1891.....	45,914	498,563	107,993
1892.....	95,333	378,299	87,430
1893.....	96,366	306,837	56,733
1894.....	125,035	396,063	78,684

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1894.

January.....	185 @ 190	July.....	220 @ 225
February.....	195 180	August.....	240 225
March.....	185 190	September.....	340 235
April.....	195 205	October.....	330 245
May.....	200 210	November.....	310 230
June.....	310 225	December.....	300 210

OAT MEAL, MANUFACTURED.

Stobie Cereal Mills, 1894.....	20,000 bbls
" " " 1893.....	20,000 "
" " " 1892.....	23,000 "
" " " 1891.....	30,102 "
" " " 1890.....	30,900 "

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND SHIP STUFFS FOR
 TWENTY-THREE YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1894	390,111	490	1894	707,787	860
1895	373,849	633	1895	762,468	1,011
1896	383,182	842	1896	743,098	765
1897	220,663	941	1897	746,646	903
1898	149,482	905	1898	686,521	736
1899	145,010	940	1899	891,539	820
1900	171,145	560	1900	814,474	558
1901	102,548	303	1901	623,630	226
1902	110,763	366	1902	767,856	335
1903	175,682	847	1903	880,325	908
1904	198,700	867	1904	800,881	1,009
1905	232,665	1,032	1905	711,571	1,361
1906	244,814	1,131	1906	698,498	1,384
1907	145,763	644	1907	560,115	1,228
1908	123,374	447	1908	602,108	1,236
1909	118,605	463	1909	539,443	1,185
1910	148,844	336	1910	499,481	1,088
1911	230,564	....	1911	680,565	....
1912	179,980	....	1912	561,458	....
1913	267,319	....	1913	578,063	....
1914	184,845	....	1914	568,686	....
1915	83,773	....	1915	471,447	....
1916	103,885	....	1916	386,321	....

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN AND SHIPSTUFFS
 (CITY PRODUCT) FOR 1894.

MONTHS.	BRAN, PER 100 LBS.						SHIPSTUFFS, PER 100 LBS.	
	Sacked at Mill.		Sacked and Delivered.		Bulk, Delivered.			
	Ots.		Ots.		Ots.			
January.....	57	61	60	65	54	55	57	69
February.....	60	65	61	68	59	60	68	69
March.....	60	69	62	71	58	65	66	69
April.....	58	60	60	64	55	59	65	67
May.....	62	72	62	70	54	58	60	65
June.....	61	64	62	68	53	55	63	65
July.....	58	64	58	65	52	54	60	64
August.....	59	70	60	72	54	62	64	72
September.....	59	65	59	68	57	60	66	70
October.....	60	63	60	65	56	58	64	80
November.....	59	65	59	63	53	57	66	80
December.....	58	64	58	63	51	54	70	80

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS DURING THE YEAR 1894.

1894.	WINTER WHEAT.										SPRING WHEAT.						Medit. Wheat.		Hard Winter.				Weevily.	Lime.	Screenings.	Total Cars.				
	Red.			No. 4 Wint.			Rejected.		No Grade.		2	3	Soft.		Hard.		2	3	3	4										
	1	2	3	4	5	6	7	8	9	10			11	12	13	14					15	16					17	18	19	20
January.....	149	332	113	31	1	1	1	1	1	1	1	1	1	1	1	15	1	1	1	1	1	1	1	1	544					
February.....	71	177	27	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	281					
March.....	98	185	59	11	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	357					
April.....	48	144	41	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	248					
May.....	37	54	19	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	123					
June.....	130	53	37	14	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	325					
July.....	2,542	353	81	22	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8,011					
August.....	1,787	420	103	85	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2,349					
September.....	1,039	169	23	27	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1,261					
October.....	435	58	11	13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	516					
November.....	405	92	16	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	525					
December.....	154	18	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	178					
Totals.....	5	6,836	1,951	523	250	11	1	1	1	1	2	1	1	1	1	26	7	3	4	1	1	1	1	1	1	9,421				

SACK WHEAT INSPECTED.

No. 2 Red Wheat.....	Sacks.	773,617	Rejected	28,170
No. 3 " ".....	Sacks.	187,009	No Grade	8,023
No. 4 " ".....	Sacks.	59,884		
Total Sacks.....		992,708		

GRAIN INSPECTION.

REPORT OF CORN, OATS, RYE AND BARLEY RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1894.

1893 CARS.	CORN.										OATS.										RYE.																			
	St.Chas. White.				White.				Yellow.				Corn.				NoGrade				Total Cars.				Total Cars.				NoGrade				Total Cars.				Barley			
	Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.		Color.							
	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3						
January..	238	52	1,982	60	12	3,453	86	134	2	112	88	45	283	17	283	17	283	17	283	17	283	17	283	17	283	17	283	17	283	17	283	17	283	17	283	17				
February..	464	16	1,625	32	2	2,770	64	80	21	79	34	9	263	11	263	11	263	11	263	11	263	11	263	11	263	11	263	11	263	11	263	11	263	11	263	11				
March....	427	24	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35	2	1,772	35			
April.....	964	9	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13	1	1,772	13			
May.....	540	18	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31			
June.....	505	23	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31			
July.....	304	13	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31			
August....	152	6	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31			
September	116	7	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31			
October...	52	30	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31			
November	289	59	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31			
December.	162	124	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31	1	1,772	31			
Totals.	3,518	370	14,500	25	39	516,510	1,450	1,495	128	2,534	436	129	80	13	12,648	485	146	1,165	23	5	1,183	146	1,165	23	5	1,183	146	1,165	23	5	1,183	146	1,165	23	5	1,183	146			

SACK CORN INSPECTED.		SACK OATS INSPECTED.		SACK RYE INSPECTED.	
No. 2 White Corn.....	1,019	No. 2 Oats.....	208	No. 2 Rye.....	75
				“ 4	53
				Total	138

SACK CORN INSPECTED.

No. 2 White Corn..... 1,019

SACK OATS INSPECTED.

No. 3 Oats..... 268

SACK RYE INSPECTED.

No. 2 Rye..... 75
4 53

Total

Total 126

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST CLOSE OF EACH

Saturday Evening.		No. 1 Red Winter.	No. 2 Red Winter.	No. 3 Red Winter.	No. 4 Winter.	Rejected Winter.	No Grade.	No. 2 Hard Winter.	No. 3 Hard Winter.
Jan.	6	4,457,080	501,048	112,236	31,855	.....	151,610	15,659	
"	13	4,440,271	507,878	117,477	33,874	.....	156,173	15,659	
"	20	4,421,597	501,063	119,117	33,966	.....	158,212	16,518	
"	27	4,387,822	419,188	115,238	35,581	.....	139,956	16,704	
Feb.	3	4,393,078	400,093	114,632	35,530	.....	135,123	15,577	
"	10	4,360,041	354,500	117,156	29,288	.....	153,123	15,577	
"	17	4,206,357	287,293	115,461	22,581	.....	153,574	15,577	
"	24	3,973,921	286,792	115,719	18,454	.....	155,574	15,577	
Mar.	3	3,801,588	287,084	116,535	18,454	.....	155,574	15,577	
"	10	3,718,109	286,965	116,073	18,454	.....	156,238	15,577	
"	17	3,524,115	288,490	116,976	18,454	416	56,298	15,577	
"	24	3,469,110	284,858	116,531	23,539	416	32,311	15,186	
"	31	3,105,027	286,130	114,949	19,342	416	36,810	15,577	
April	7	2,704,833	287,097	116,231	20,235	416	36,808	15,577	
"	14	2,884,261	288,857	117,022	20,232	416	36,808	16,158	
"	21	2,800,901	286,199	120,177	20,708	416	18,666	16,158	
"	28	2,691,325	244,707	104,843	9,009	416	18,666	16,158	
May	5	2,535,010	200,519	85,087	4,632	416	16,808	16,729	
"	12	2,483,281	188,807	80,620	4,632	.....	16,808	16,729	
"	19	2,410,017	173,508	74,528	4,632	.....	16,808	12,112	
"	26	2,350,247	168,634	57,773	3,152	.....	16,808	11,872	
June	2	2,273,673	159,931	58,439	3,729	.....	17,842	16,720	
"	9	2,260,163	156,164	58,344	3,494	.....	16,817	16,720	
"	16	2,225,834	145,971	38,818	3,494	.....	11,817	16,720	
"	23	2,197,059	133,230	14,677	3,823	.....	11,817	15,158	
"	30	2,178,408	71,972	13,733	3,494	.....	11,817	16,720	
July	7	2,241,888	64,832	15,597	3,221	.....	11,817	15,720	
"	14	2,530,673	32,465	20,101	5,241	603	13,583	16,337	
"	21	1,328	3,268,848	65,633	28,754	9,717	13,141	1,399	14,639
"	28	3,039	4,095,211	121,859	42,670	18,334	1,514	15,928	16,357
Aug.	4	3,039	4,710,353	167,170	52,045	20,440	2,553	17,566	16,357
"	11	3,039	4,979,612	180,851	51,055	21,573	3,851	17,566	16,357
"	18	3,039	5,199,507	183,644	41,999	26,817	3,388	17,566	16,357
"	25	3,039	5,404,399	218,502	46,744	29,926	3,388	17,566	16,357
Sept.	1	3,039	5,560,201	242,429	51,317	33,622	3,388	15,567	16,357
"	8	3,039	5,725,943	262,059	55,040	36,156	3,388	15,567	16,357
"	15	3,039	5,928,498	273,923	56,031	38,572	3,009	2,350	14,094
"	22	3,039	5,971,062	280,569	51,368	37,380	2,609	910	14,636
"	29	3,039	5,918,036	293,232	52,202	37,803	3,614	910	14,636
Oct.	6	3,039	5,964,635	298,044	52,229	37,803	3,776	910	14,636
"	13	3,039	5,979,132	300,024	52,703	38,370	3,776	910	14,636
"	20	3,039	5,977,161	300,662	52,703	39,505	3,776	1,512	14,636
"	27	3,039	6,018,217	301,929	53,990	38,478	3,776	2,110	10,556
Nov.	3	3,039	6,028,044	301,485	54,355	38,431	3,776	2,642	10,556
"	10	3,039	5,983,806	307,851	54,355	39,570	3,776	2,642	10,556
"	17	3,039	5,990,195	308,544	54,355	40,033	3,776	2,642	10,556
"	24	3,039	6,009,650	311,126	53,309	40,708	3,776	598	.....
Dec.	1	3,039	6,050,425	310,596	53,163	39,569	3,776	598	.....
"	8	3,039	5,971,214	314,122	53,522	39,569	3,776	598	.....
"	15	3,039	5,950,426	313,122	53,522	40,186	3,776	598	.....
"	22	3,039	5,888,008	313,603	53,522	40,186	3,776	598	.....
"	29	3,039	5,880,210	314,366	53,522	40,186	3,776	598	.....

ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE WEEK, DURING 1894.

Saturday Evening.		No. 1 Hard Winter	No. 2 Spring	No. 3 Spring	Re- jected Spring	No. 2 White Spring	No. 2 White	Screen- ings	Burnt	Total Wheat.
Jan.	6	456	2,065	3,972	.....	917	.....	13	.....	5,276,911
"	13	456	2,065	3,972	554	917	.....	13	.....	5,279,309
"	20	974	2,065	3,972	554	917	.....	13	.....	5,260,498
"	27	974	2,065	3,972	554	917	.....	13	.....	5,141,047
Feb.	3	456	2,065	2,880	554	917	.....	13	.....	5,119,588
"	10	456	2,065	2,880	554	917	.....	13	.....	5,088,570
"	17	456	2,065	2,880	.....	917	.....	13	.....	4,809,174
"	24	456	2,065	2,880	.....	917	.....	13	.....	4,576,495
Mar.	3	456	2,065	2,880	.....	917	.....	13	.....	4,404,443
"	10	456	2,065	2,880	.....	917	.....	13	.....	4,218,407
"	17	456	2,065	2,880	.....	917	.....	13	.....	4,026,657
"	24	456	2,065	2,880	432	917	.....	13	.....	3,948,829
"	31	456	2,065	2,880	432	917	.....	13	.....	3,584,106
April	7	456	2,065	3,379	.....	.....	.....	13	.....	3,447,300
"	14	456	2,065	2,880	.....	.....	.....	13	.....	3,369,188
"	21	456	2,065	3,384	.....	.....	.....	13	.....	3,269,107
"	28	456	2,065	2,880	.....	.....	.....	13	.....	3,091,241
May	5	456	2,065	2,880	.....	.....	.....	13	.....	2,864,606
"	12	456	2,065	2,880	.....	.....	.....	13	.....	2,796,732
"	19	456	2,065	2,880	.....	.....	.....	13	.....	2,697,019
"	26	456	2,065	2,880	.....	.....	.....	13	.....	2,618,900
June	2	.....	402	652	.....	.....	.....	13	.....	2,531,421
"	9	.....	402	652	.....	.....	.....	13	.....	2,512,769
"	16	.....	402	652	.....	.....	.....	13	.....	2,448,721
"	23	.....	402	652	.....	.....	.....	13	.....	2,377,840
"	30	.....	.....	652	.....	.....	.....	13	.....	2,296,859
July	7	.....	.....	652	.....	.....	.....	13	.....	2,354,740
"	14	.....	.....	652	.....	.....	.....	13	.....	2,617,738
"	21	.....	.....	652	.....	.....	.....	13	.....	3,405,488
"	28	.....	.....	652	.....	.....	.....	13	.....	4,309,080
Aug.	4	457	.....	652	.....	.....	185	13	.....	4,985,997
"	11	437	.....	.....	.....	.....	135	13	192	5,271,770
"	18	.....	.....	652	.....	.....	185	13	192	5,403,985
"	25	457	.....	652	.....	.....	185	13	192	5,738,261
Sept.	1	457	.....	652	.....	.....	185	13	192	5,925,682
"	8	457	.....	652	.....	.....	135	13	192	6,126,475
"	15	457	.....	652	.....	.....	135	13	192	6,334,378
"	22	457	.....	652	.....	.....	135	13	192	6,364,082
"	29	457	.....	652	.....	.....	185	13	192	6,325,413
Oct.	6	457	.....	652	.....	.....	185	13	192	6,376,429
"	13	457	.....	652	.....	.....	185	13	192	6,393,512
"	20	457	.....	652	.....	.....	135	13	192	6,393,728
"	27	437	.....	652	.....	.....	185	13	192	6,468,071
Nov.	3	457	.....	652	.....	.....	135	13	192	6,445,285
"	10	457	.....	652	.....	.....	135	13	192	6,405,905
"	17	457	.....	652	.....	.....	185	13	192	6,413,826
"	24	457	.....	652	.....	.....	135	13	192	6,435,580
Dec.	1	.....	.....	652	.....	.....	135	13	192	6,463,622
"	8	.....	.....	652	.....	.....	185	13	192	6,386,473
"	15	.....	.....	652	.....	.....	135	13	192	6,385,044
"	22	.....	.....	652	.....	.....	185	13	192	6,308,724
"	29	.....	.....	652	.....	.....	135	13	192	6,296,689

STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC AT CLOSE OF EACH

OATS.							
Saturday Evening.	No. 1 White.	No. 2 White.	No. 3 White.	No. 1 Mixed.	No. 2 Mixed.	No. 3 Mixed.	No. 4 Mixed.
Jan. 6.....	2,567	26,951	2,887	4,286	2,967	.....	.....
" 13.....	2,659	25,637	1,745	12,475	2,586	.....	.....
" 20.....	4,786	26,696	3,049	19,373	1,603	.....	.....
" 27.....	5,670	22,510	970	22,117	2,831	.....	.....
Feb. 3.....	5,872	24,080	.....	20,942	807	.....	.....
" 10.....	5,220	18,461	.....	17,472	.....	.....	.....
" 17.....	2,735	8,509	716	12,318	1,110	.....	.....
" 24.....	.....	8,067	1,542	14,702	3,186	.....	.....
Mch. 3.....	.....	4,066	943	17,275	1,681	.....	.....
" 10.....	1,181	6,067	1,001	7,984	869	.....	.....
" 17.....	2,785	1,325	939	12,247	.....	.....	.....
" 24.....	2,021	16,667	989	8,505	2,381	.....	.....
" 31.....	4,400	27,821	2,960	6,278	.....	.....	.....
April 7.....	6,874	14,585	1,753	2,203	2,867	.....	.....
" 14.....	5,897	15,176	2,436	4,431	1,801	.....	.....
" 21.....	1,014	17,400	763	8,142	2,069	.....	.....
" 28.....	.....	.....	.....	3,688	1,140	.....	.....
May 5.....	.....	2,912	963	7,470	.....	.....	.....
" 12.....	3,742	956	.....	3,444	.....	.....	.....
" 19.....	2,508	6,076	.....	6,524	1,732	.....	.....
" 26.....	4,050	14,475	.....	5,968	1,063	.....	.....
June 2.....	2,907	11,812	.....	9,408	1,878	.....	.....
" 9.....	1,962	7,591	.....	8,446	877	.....	.....
" 16.....	1,011	.....	.....	.....	1,638	.....	.....
" 23.....	2,210	5,903	.....	1,650	.....	.....	.....
" 30.....	976	9,222	1,700	.....	767	.....	.....
July 7.....	.....	6,112	.....	832	.....	.....	.....
" 14.....	1,811	10,068	841	9,468	12,883	1,065	.....
" 21.....	.....	5,638	1,830	29,777	4,331	.....	1,286
" 28.....	.....	5,613	2,204	68,369	6,643	1,668	2,382
Aug. 4.....	.....	1,733	1,830	81,182	11,896	1,527	1,786
" 11.....	.....	997	.....	105,677	10,302	804	.....
" 18.....	2,137	3,839	.....	102,985	9,561	.....	.....
" 25.....	3,149	5,074	.....	122,557	8,961	.....	.....
Sept. 1.....	8,207	5,074	.....	195,472	9,063	.....	.....
" 8.....	3,278	6,069	.....	249,957	10,681	.....	.....
" 15.....	12,656	6,069	.....	234,376	14,165	1,117	.....
" 22.....	25,182	6,170	.....	356,590	18,893	2,761	.....
" 29.....	39,086	3,224	.....	389,667	23,636	6,340	.....
Oct. 6.....	52,244	1,797	.....	411,983	27,607	4,931	.....
" 13.....	66,574	2,520	.....	423,400	28,046	4,931	.....
" 20.....	93,164	3,454	.....	427,006	29,355	5,861	.....
" 27.....	112,164	4,535	.....	423,937	29,043	6,163	.....
Nov. 3.....	148,993	10,275	.....	435,930	30,018	6,163	.....
" 10.....	167,808	13,341	.....	434,693	29,031	6,163	.....
" 17.....	178,638	14,523	.....	432,339	29,672	7,600	.....
" 24.....	157,803	15,018	.....	450,014	28,771	7,224	.....
Dec. 1.....	203,202	21,207	9,980	455,259	29,910	5,857	.....
" 8.....	212,489	19,473	8,976	466,224	31,402	5,857	.....
" 15.....	226,086	27,468	8,976	467,672	15,590	4,760	.....
" 22.....	228,886	28,953	8,976	457,298	15,115	4,760	.....
" 29.....	225,480	25,748	8,976	459,638	15,590	4,760	.....

ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE WEEK DURING 1894.

OATS.						RYE.				BARLEY.
Saturday Evening.	No. 2 Northern.	No. 2 Color.	No. 3 Color.	Oats and Wheat Mixed.	Total Bushels.	No. 2.	No. 3.	Rye and Wheat Mixed.	Total Bushels.	Total Bushels.
Jan. 6.					39,788	443			443	51,103
" 13.					45,072	730			730	35,331
" 20.		6,168			62,025	977			977	28,892
" 29.					67,088		450		450	27,754
Feb. 3.					61,661	468			468	46,940
" 10.					39,263					34,719
" 17.			1,193		26,681					31,288
" 24.					27,497					31,755
March 3.					23,963	676	537		1,213	30,708
" 10.					17,082	1,222			1,222	27,751
" 17.					17,305	822			822	20,566
" 24.					30,503					10,840
" 31.					41,497					6,399
April 7.					28,282		772		772	5,485
" 14.					29,540	1,393			1,393	1,433
" 21.					29,408	1,896	894		2,134	810
" 28.					5,028	703			703	
May 5.					11,343	703			703	
" 12.					9,179					
" 19.					16,840					
" 26.					25,446	758			758	
June 2.					25,945	758			758	
" 9.					13,876	758			758	
" 16.					2,721	758			758	
" 23.					9,765	1,185			1,185	
" 30.					12,665	758			758	
July 7.					6,964	758			758	
" 14.					36,182	758			758	
" 21.					43,360	3,702	509		4,210	
" 28.					88,975	4,153			4,153	
Aug. 4.					99,901	4,672			4,672	
" 11.					117,790	2,936			2,936	
" 18.					118,472	1,134			1,134	
" 25.					189,741	1,033			1,033	
Sept. 1.					232,816	1,619			1,619	
" 8.				1,104	271,089	637			637	
" 15.					319,302					618
" 22.					411,420	3,394			3,394	1,200
" 29.		925			462,864	4,874			4,874	1,953
Oct. 6.	2,423	2,690			505,184	7,110			7,110	1,356
" 13.	1,373	1,172			526,935	7,049	444		7,493	2,673
" 20.	1,461				561,700	9,129	444		9,573	2,573
" 27.	2,811				530,572	10,140	444		10,584	11,912
Nov. 3.	8,470				635,768	8,014	444		8,458	44,136
" 10.	9,474				661,429	8,323	444		8,967	43,876
" 17.	8,470				672,216	6,732	444		7,176	41,205
" 24.	8,470				698,289	6,088	444		6,532	41,205
Dec. 1.	8,753				735,598	5,350	444		5,794	40,781
" 8.	9,238				753,688	5,350	444		5,794	33,383
" 15.	10,480				761,951	4,703	444		5,147	34,418
" 22.	10,480				755,402	4,489			4,489	
" 29.	10,480				751,441	4,489			4,489	

STOCK OF CORN IN STORE IN PUBLIC ELEVATORS, IN ST. LOUIS AND EAST ST. LOUIS, BY GRADES, AT CLOSE OF EACH WEEK IN 1894.

Satur- day even'g	No. 2 White.	No. 3 White.	No. 4 White.	No. 2. Mixed	No. 3. Mixed	No. 4.	No Grade	No. 2 Yellow.	No. 2 Color.	No. 3 Color.	Total Bushels
Jan. 6	10,589	2,273	.....	332,181	2,547	724	974	2,641	.....	773	322,701
" 13	10,246	.....	.....	327,246	2,356	724	974	2,261	648	772	345,227
" 20	14,400	.....	.....	405,513	669	1,437	.....	8,291	648	772	421,439
" 27	30,224	1,906	.....	456,543	10,866	2,149	.....	.....	1,898	772	507,144
Feb. 3	43,809	2,391	.....	607,363	16,268	2,149	.....	2,756	1,964	772	676,720
" 10	53,812	2,291	.....	710,276	17,224	2,149	.....	2,756	5,180	772	791,409
" 17	62,353	1,016	.....	797,267	20,564	2,149	.....	2,756	8,280	772	860,172
" 24	52,604	4,203	.....	926,057	22,453	2,731	.....	7,080	8,250	772	1,069,080
Mar. 3	101,424	4,392	.....	941,636	80,992	2,731	.....	8,268	8,890	772	1,063,985
" 10	196,788	5,351	.....	710,068	81,585	8,604	.....	8,268	8,811	772	900,497
" 17	116,179	4,336	.....	598,011	80,541	8,604	.....	7,351	2,553	772	763,947
" 24	124,290	5,878	.....	580,626	29,613	8,604	.....	10,453	2,538	772	757,689
" 31	87,652	3,755	.....	373,104	81,819	8,604	.....	11,753	3,022	772	514,851
April 7	66,021	2,484	.....	357,878	84,261	8,604	.....	13,799	1,628	772	480,247
" 14	90,021	3,169	.....	295,970	86,282	8,604	.....	11,678	1,528	772	412,824
" 21	56,866	3,059	.....	258,390	80,236	8,604	.....	6,966	2,030	772	351,820
" 28	66,223	3,036	.....	198,506	28,693	4,089	.....	1,966	1,697	772	304,833
May 5	58,725	4,180	.....	135,973	26,412	8,827	.....	373	1,597	772	280,339
" 12	38,690	2,643	.....	78,685	11,326	8,827	.....	.....	.....	772	130,343
" 19	18,507	.....	.....	46,891	3,827	.....	.....	.....	.....	772	76,812
" 26	17,700	.....	.....	66,575	1,980	1,844	.....	.....	.....	.....	67,549
June 2	43,661	1,390	.....	165,391	7,806	681	.....	1,644	660	.....	219,438
" 9	52,748	1,945	.....	103,533	9,074	.....	.....	.....	1,402	.....	170,346
" 16	84,310	1,723	.....	62,328	6,680	.....	.....	2,060	1,402	.....	106,448
" 23	38,166	.....	.....	31,696	2,721	.....	.....	.....	.....	.....	69,632
" 30	26,626	1,037	.....	47,138	1,548	.....	.....	.....	.....	.....	76,349
July 7	18,999	1,087	.....	49,107	737	.....	.....	.....	.....	.....	69,890
" 14	26,061	1,037	.....	36,364	1,742	.....	.....	.....	.....	.....	65,785
" 21	81,830	1,037	.....	66,046	1,404	.....	.....	611	.....	.....	100,928
" 28	26,301	.....	.....	45,111	.....	.....	.....	611	.....	.....	73,323
Aug. 4	15,297	815	.....	34,702	556	.....	.....	.....	.....	.....	61,370
" 11	13,742	2,196	783	24,838	656	.....	.....	.....	.....	.....	41,815
" 18	13,451	1,509	783	22,817	1,266	584	.....	.....	.....	.....	40,360
" 25	8,223	694	.....	23,828	556	.....	.....	.....	.....	.....	38,340
Sept. 1	3,511	694	.....	32,377	710	.....	.....	.....	.....	.....	37,492
" 8	.....	.....	.....	39,234	710	.....	.....	.....	.....	.....	39,944
" 15	617	.....	.....	23,056	710	.....	.....	.....	.....	.....	24,384
" 22	5,463	.....	.....	17,326	710	.....	.....	.....	.....	.....	22,501
" 29	4,733	.....	.....	41,430	1,733	.....	.....	.....	.....	.....	47,896
Oct. 6	.....	.....	.....	40,050	1,738	.....	799	.....	.....	.....	42,582
" 13	666	.....	.....	41,120	1,023	846	799	.....	.....	.....	44,454
" 20	407	.....	.....	39,198	2,442	846	799	.....	.....	.....	43,782
" 27	1,181	.....	.....	25,492	2,977	1,887	799	.....	.....	.....	31,806
Nov. 3	12,053	1,507	.....	32,010	5,640	1,887	799	.....	.....	1,251	54,647
" 10	47,729	4,720	.....	44,838	9,322	846	799	.....	.....	1,251	109,125
" 17	80,503	6,645	698	72,979	15,931	846	799	988	.....	1,251	109,534
" 24	111,902	11,060	.....	140,612	58,972	2,684	799	988	.....	1,251	329,373
Dec. 1	145,596	20,462	.....	283,026	101,676	2,101	799	988	.....	1,251	556,901
" 8	178,948	28,718	1,150	421,028	181,870	1,877	799	988	.....	1,251	766,134
" 15	209,364	36,272	1,308	567,492	193,522	1,877	799	988	.....	1,251	1,012,858
" 22	226,581	51,267	1,803	868,828	267,125	5,340	799	988	.....	1,251	1,416,497
" 29	243,760	60,267	1,831	1,038,014	306,097	5,890	799	988	.....	1,251	1,663,432

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1894.

CITIES.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.	Total bushels.
Chicago.....	25,665,902	64,951,815	63,144,885	1,368,157	13,416,391	168,549,150
New York.....	30,775,426	19,669,411	26,657,514	250,645	3,806,051	81,489,047
Buffalo.....	50,194,180	29,078,520	15,560,230	501,905	3,625,090	108,959,875
St. Louis.....	10,003,242	23,546,945	10,196,605	140,285	2,063,438	45,970,515
Minneapolis.....	55,000,610	4,090,830	4,123,930	231,200	660,170	64,106,240
Peoria.....	1,029,050	13,370,170	13,687,700	148,200	1,962,700	30,197,820
Baltimore.....	8,858,753	9,586,935	1,852,541	258,869	197,679	20,754,777
Kansas City.....	9,550,000	10,933,600	3,863,150	67,200	12,100	24,426,050
Philadelphia.....	5,059,360	4,470,539	4,799,680	59,200	340,400	15,229,179
Milwaukee.....	8,101,616	1,516,400	7,921,750	390,338	1,229,836	19,659,090
Toledo.....	18,380,284	5,798,689	563,990	278,045	35,300	25,066,308
Boston.....	6,039,677	7,225,091	7,314,582	47,250	247,234	21,773,834
Duluth and Superior...	32,225,769	324,278	935,108	42,513	2,148,291	35,675,959
New Orleans.....	2,390,353	4,239,664	4,409,640	.....	.....	11,039,657
Cincinnati.....	2,399,982	10,744,781	4,479,437	417,117	1,310,447	19,351,764
Montreal.....	7,103,293	2,185,364	1,585,655	13,089	96,748	10,984,149
Detroit.....	5,113,096	1,602,610	2,031,201	82,403	826,026	9,655,336
Cleveland.....	2,527,105	831,996	2,002,456	.....	593,645	5,955,202
Indianapolis.....	3,801,700	4,394,400	148,200	19,600	24,000	8,388,100
St. Paul.....	960,000	595,000	1,703,400	37,000	319,600	3,615,060
San Francisco.....	14,619,403	540,053	2,147,850	76,073	4,326,917	21,620,796

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1894.	1893.	1890.	1891.
Flour.....	Barrels.	20,843,266	21,187,326	15,636,755	16,730,202
Wheat.....	Bushels.	61,609,092	97,077,135	30,232,615	109,787,574
Corn.....	"	52,059,036	64,339,348	104,870,636	53,537,572
Oats.....	"	47,144,734	55,911,332	54,622,310	47,660,627
Rye.....	"	684,904	1,274,069	2,203,518	9,991,431
Barley.....	"	5,480,977	5,543,838	6,237,165	7,771,852

**TRANSACTIONS AT THE CALL BOARD FOR EACH MONTH OF THE YEAR 1894, AND COM-
PARATIVE FOR PREVIOUS YEARS.
(CAR LOTS REDUCED TO BUSHELS.)**

MONTHS.	WHEAT—BUSH.		CORN—BUSH.		OATS—BUSH.		RYE- BUSH.
	Cash.	Futures.	Cash.	Futures.	Cash.	Futures.	
January	235,930	3,336,000	273,700	3,245,000	61,600	430,000	3,500
February	106,400	3,315,000	280,000	2,705,000	64,900	320,000	2,800
March	263,900	3,620,000	356,300	3,190,000	63,700	750,000	2,800
April	204,750	3,135,000	251,300	2,925,000	46,200	435,000	3,500
May	213,850	3,883,000	267,500	3,180,000	61,600	590,000	4,200
June	180,700	3,200,000	329,000	2,735,000	75,000	510,000	4,200
July	1,462,650	3,335,000	329,000	2,780,000	86,900	905,000	4,200
August	1,124,150	2,906,000	238,000	3,170,000	159,500	885,000	3,500
September	447,200	3,100,000	210,000	2,665,000	114,400	640,000	11,900
October	325,650	3,250,000	261,800	3,000,000	50,600	435,000	3,500
November	228,900	3,100,000	289,800	2,900,000	44,000	270,000	2,800
December	183,850	3,200,000	468,000	3,110,000	88,500	485,000	1,400
Total 1894	4,968,650	39,520,000	3,564,400	35,705,000	845,900	6,535,000	43,500
Total 1891	6,767,060	43,815,000	4,539,500	39,230,000	602,800	4,285,000	63,050
" 1892	7,089,350	35,085,000	5,464,200	46,435,000	592,000	10,070,000	104,900
" 1893	10,935,400	62,160,000	7,686,200	43,130,000	1,325,000	17,260,000	172,750
" 1894	8,192,300	71,680,000	6,130,400	51,940,000	1,303,000	16,530,000	161,750
" 1895	3,041,400	59,265,000	4,331,400	31,010,000	1,273,000	16,530,000	161,250
" 1896	1,130,400	57,175,000	3,233,650	61,765,000	1,371,000	13,740,000	56,800
" 1897	2,685,400	58,175,000	3,233,650	61,765,000	1,371,000	13,475,000	56,800
" 1898	3,891,500	109,480,000	4,270,750	57,410,000	1,964,000	13,475,000	43,900
" 1899	3,891,500	109,480,000	4,270,750	57,410,000	1,964,000	13,475,000	43,900
" 1894	6,378,500	105,815,000	8,969,350	69,650,000	2,157,900	30,590,000	170,500

VISIBLE SUPPLY OF GRAIN FOR 1894.

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND IN THE UNITED STATES AND IN TRANSIT DURING 1894,
AS REPORTED BY THE CHICAGO BOARD OF TRADE.

Date. 1894.	Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye. Bus.	Barley. Bus.
January 6	79,959,000	9,528,000	3,807,000	572,000	2,158,000
13	80,445,000	11,816,000	3,973,000	573,000	2,160,000
20	80,375,000	13,871,000	4,220,000	585,000	2,191,000
27	80,274,000	14,349,000	4,255,000	572,000	2,057,000
February 3	79,878,000	15,316,000	4,067,000	562,000	1,707,000
10	79,565,000	17,000,000	3,625,000	548,000	1,489,000
17	78,641,000	17,836,000	3,252,000	546,000	1,372,000
24	77,260,000	18,172,000	2,856,000	540,000	1,216,000
March 3	75,564,000	19,126,000	2,635,000	519,000	1,058,000
10	74,512,000	19,356,000	2,489,000	498,000	976,000
17	73,249,000	19,741,000	2,509,000	449,000	791,000
24	72,163,000	19,164,000	2,712,000	435,000	689,000
31	71,460,000	18,542,000	2,712,000	415,000	636,000
April 7	70,768,000	17,489,000	2,654,000	395,000	582,000
14	69,219,000	16,013,000	2,654,000	388,000	530,000
21	68,446,000	14,541,000	2,058,000	369,000	299,000
28	66,593,000	13,078,000	2,501,000	383,000	236,000
May 5	65,187,000	10,337,000	2,862,000	350,000	225,000
12	63,488,000	8,944,000	2,577,000	339,000	188,000
19	62,083,000	8,281,000	2,489,000	314,000	130,000
26	61,321,000	7,604,000	2,860,000	299,000	102,000
June 2	59,413,000	7,504,000	2,605,000	250,000	100,000
9	58,206,000	7,517,000	2,745,000	205,000	87,000
16	57,107,000	7,069,000	2,529,000	241,000	85,000
23	55,858,000	7,104,000	2,444,000	244,000	79,000
30	54,661,000	6,449,000	2,544,000	247,000	86,000
July 7	54,114,000	5,279,000	2,315,000	219,000	83,000
14	53,154,000	3,924,000	1,740,000	194,000	90,000
21	53,785,000	3,634,000	1,372,000	206,000	92,000
28	57,151,000	3,961,000	1,261,000	199,000	81,000
August 4	60,103,000	3,768,000	1,604,000	213,000	87,000
11	62,350,000	3,141,000	2,867,000	230,000	87,000
18	63,920,000	3,037,000	4,657,000	258,000	93,000
25	64,780,000	3,081,000	6,070,000	290,000	263,000
September 1	66,906,000	3,204,000	7,228,000	307,000	569,000
8	69,243,000	3,839,000	7,887,000	322,000	1,121,000
15	69,246,000	4,076,000	8,244,000	313,000	1,527,000
22	70,139,000	4,221,000	7,844,000	319,000	1,746,000
29	71,427,000	4,302,000	8,234,000	336,000	2,265,000
October 6	73,604,000	3,884,000	8,698,000	383,000	2,820,000
13	75,083,000	3,381,000	9,088,000	385,000	3,016,000
20	76,612,000	3,330,000	9,157,000	408,000	3,068,000
27	78,274,000	2,760,000	9,223,000	435,000	3,509,000
November 3	80,043,000	2,665,000	9,399,000	444,000	3,810,000
10	81,157,000	2,649,000	9,065,000	449,000	3,978,000
17	82,299,000	2,775,000	9,110,000	505,000	3,515,000
24	83,974,000	3,822,000	9,194,000	442,000	3,949,000
December 1	85,161,000	4,925,000	9,745,000	477,000	3,809,000
8	85,930,000	6,615,000	9,146,000	453,000	3,582,000
15	88,161,000	7,815,000	9,141,000	463,000	2,509,000
22	89,071,000	8,888,000	9,000,000	452,000	3,306,000
29	88,561,000	9,630,000	9,062,000	445,000	3,093,000

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS D PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1894.

	Date, 1894.	Wheat, bushels,	Corn, bushels,	Oats, bushels,	Rye, bushels,	Barley, bushels,
January	6.....	5,276,911	352,701	39,788	448	51,10
	18.....	5,279,309	345,227	43,072	780	53,3
	20.....	5,260,498	421,489	62,025	977	28,8
	27.....	5,141,047	507,144	67,088	450	27,7
February	3.....	5,119,538	675,720	61,631	468	46,9
	10.....	5,088,570	791,409	39,253	.....	34,7
	17.....	4,809,174	890,172	26,581	.....	31,2
	24.....	4,576,495	1,059,060	27,497	.....	31,7
March	3.....	4,404,443	1,038,995	23,965	1,213	30,7
	10.....	4,218,407	900,097	17,082	1,222	27,7
	17.....	4,026,657	763,247	17,305	822	20,5
	24.....	3,948,829	757,689	30,503	.....	10,8
April	31.....	3,584,106	514,881	41,478	.....	6,3
	7.....	3,447,300	480,247	28,282	772	5,4
	14.....	3,369,188	412,134	29,540	1,395	1,4
	21.....	3,269,107	361,820	29,408	2,134	8
May	28.....	3,091,241	304,853	5,028	708	.....
	5.....	2,864,606	230,359	11,345	708	.....
	12.....	2,796,732	180,343	9,179	.....	.....
	19.....	2,697,019	76,812	16,840	.....	.....
June	26.....	2,618,900	87,549	25,446	758	.....
	2.....	2,531,421	219,438	25,905	758	.....
	9.....	2,512,769	170,346	18,878	758	.....
	16.....	2,448,721	106,413	2,724	758	.....
	23.....	2,377,840	69,632	9,765	1,165	.....
July	30.....	2,236,869	76,349	12,661	758	.....
	7.....	2,354,740	69,880	6,964	758	.....
	14.....	2,617,738	65,785	36,182	758	.....
	21.....	3,407,488	100,928	43,360	4,210	.....
	28.....	4,309,030	72,323	88,975	4,153	.....
August	4.....	4,985,997	51,370	99,901	4,572	.....
	11.....	5,271,770	41,815	117,780	2,836	.....
	18.....	5,493,985	40,360	118,473	1,184	.....
	25.....	5,738,261	38,300	189,741	1,033	.....
September	1.....	5,925,682	37,492	232,816	1,619	.....
	8.....	6,120,475	39,844	271,089	637	.....
	15.....	6,384,378	24,382	319,302	.....	6
	22.....	6,364,192	23,501	411,420	3,384	1,5
	29.....	6,325,413	47,896	462,664	4,874	1,5
October	6.....	6,376,419	42,582	505,184	7,110	1,5
	13.....	6,393,512	44,454	528,985	7,493	2,5
	20.....	6,398,728	43,782	561,700	9,578	2,5
	27.....	6,438,071	31,806	580,572	10,564	11,5
November	3.....	6,445,285	54,617	635,768	8,458	44,5
	10.....	6,405,905	100,525	661,429	8,967	43,5
	17.....	6,413,826	180,534	672,218	7,176	41,5
	24.....	6,435,580	329,378	698,289	6,632	41,5
December	1.....	6,463,622	556,901	735,598	5,794	41,5
	8.....	6,386,473	766,124	763,588	5,794	40,5
	15.....	6,363,044	1,012,558	761,951	5,147	33,5
	22.....	6,308,724	1,416,497	765,462	4,489	34,5
	29.....	6,296,689	1,663,452	761,441	4,489	34,5

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS NOT INCLUDED IN ABOVE.

	bushels.		bushels.		bushels.
Jan. 1.....	1,126,400	May 1.....	479,000	Sept. 1.....	976,000
Feb. 1.....	1,037,000	June 1.....	288,000	Oct. 1.....	1,079,000
March 1.....	822,500	July 1.....	210,000	Nov. 1.....	1,068,000
April 1.....	629,000	August 1.....	619,000	Dec. 1.....	1,020,000

MISSOURI CROPS.

ESTIMATED YIELD AND ACREAGE FOR 1894.

By J. R. RIPPEY,
Secretary State Board of Agriculture.

WHEAT.

The acreage sown in fall of 1893 was estimated at 1,652,694, and there was harvested 1,539,339 acres, yielding 23,090,085 bushels, making an average of 15 bushels per acre. While the acreage harvested in 1894 had decreased nearly 200,000 acres from 1893, there was an increase in yield of over 4,000,000 bushels. It is estimated by farmers and feeders of the State that 20 per cent of the crop, or approximately 4,600,000 bushels, will be fed to stock. If the winter remains open it is probable that this estimate is largely in excess of what will be used in this way.

There is a decrease in the acreage sown in the fall of 1894 of about 100,000 acres; but the seed was put in the ground in good condition, the conditions have been favorable and the plant looks well.

CORN

Was never planted under more favorable circumstances. The season was early, the ground in excellent condition, the seed germinated well and there was but little complaint from destructive insects.

The acreage was estimated at 107 per cent as compared with 1893; and this was, to say the least, a conservative estimate, probably below the actual acreage, but gives us a total area of 6,099,000 acres and yield of 149,277,000 bushels.

Favorable conditions and the promise of a phenomenal yield continued to July 1st. From this date the drought, which had been but lightly felt in localities, became more general and disastrous in its effects. August 1st showed a decline in conditions of 10 points. September 1st, the drought continued unbroken, and was at this time probably unprecedented in the history of the State, with the severest damage in the northeast, northwest and central sections of the State, the southwest section having suffered the least.

Reports for October note some improvement in the crop, and final reports estimate the yield at 23 bushels per acre, or a total of 140,277,000 bushels, and 49 per cent of the plant cut for fodder.

OATS

Covered an increased acreage; the conditions for seeding were favorable and the ground in almost perfect condition. In most of the State the grain had been sowed and had germinated or the plant up when came the disastrous freeze of March, which, as our correspondent puts it, "extinguished the crop like the blowing out of a candle."

In some of the northern counties the seeding was not so far advanced and the grain yet remaining dry and unsprouted, was not injured. But the acreage for the State had been materially reduced, and the cold dry weather that followed did not stimulate that strong, vigorous growth necessary to overcome the damage sustained.

Final estimates gave an area of 1,116,700 acres, conditions 60 per cent of an average crop and a yield of 25 bushels per acre, or a total of 28,000,000 bushels for the State.

HAY.

Timothy and clover suffered severely by reason of the drought. In some instances meadows were worthless other than for the pasturage they would afford, and no locality was able to report a full crop. The quality was good, was harvested in fine condition, but there was a very general complaint of an admixture of too much blue grass and red top. A good acreage of millet and hungarian was sown, yielding only a fair crop. The acreage for meadows was 2,620,650 acres, with a yield of .9 of a ton per acre, or a total yield for the State of 2,358,000 tons.

TOBACCO.

Plant beds generally produced strong, vigorous plants; fields were well prepared, and the estimated acreage was 93 per cent of the crop of last season, or approximately 10,000 acres, yielding 700 pounds per acre, or a total of 7,000,000 pounds for the State. Generally the crop was matured and was housed without loss.

COTTON

Is grown in but few counties in the State, but it is of a superior quality, and commands a price in advance of fiber grown elsewhere. The area for this season was 94 per cent. of 1893. Condition, 86 per cent. of an average crop, and the yield estimated at 625 pounds per acre.

POTATOES.

The acreage was large. Some early planted made large yields, while bugs and drought very seriously injured others. The estimated acreage is 94,000 acres; yield, 69 bushels per acre, or a total for the State 6,490,000 bushels.

RAINFALL.

Each month of the crop-growing season marked a deficiency in precipitation except September; the greatest departure from the normal being in August and amounting 1.81 inches for that month, and the locality noting the greatest deficiency being the northwest section. The following table shows the precipitation by months as compared with the normal for this State:

	April.	May.	June.	July.	Aug.	Sept.	Oct.
Normal.....	3.46	4.74	4.83	3.90	3.89	3.15	2.85
1894.....	3.17	3.99	3.93	2.48	1.58	4.98	1.74
Deficiency.....	29	.75	.91	1.42	1.81	.....	1.11
Excess.....						1.78	.....

LIVE STOCK,

In numbers as compared with 1893, is as follows: Horses, 99 per cent.; cattle, 91 per cent.; hogs, 98 per cent.; breeding sows, 102 per cent., and sheep, 90 per cent.

All stock have been in fairly good condition and comparatively free from contagious or infectious diseases.

Through the late fall and early winter there has been some loss of horses and cattle from indigestion. This trouble was confined to no locality, but was well distributed over the State, and the stock was frequently dead before it was known to be affected. In most cases this is supposed to be the result of too liberal use of corn fodder, that for some reason is not so digestible this season as usual.

RECAPITULATION.

We have this season, notwithstanding the prevalence of an unprecedented drought, produced 23,090,000 bushels of wheat of a very superior quality, 140,277,000 bushels of corn, 28,000,000 bushels of oats, 2,358,000 tons of hay, 7,000,000 pounds of tobacco, 6,490,000 bushels of potatoes, and, while we are unable to give the acreage of cotton, the yield was fair and the quality superior.

Our live stock goes into winter in good condition. We have an abundance of feed for our own stock, in some localities good pasturage, but a large portion of the State is scarce of stock water.

We have supplied three millions of Missourians with an abundance of bread, of beef and pork products, dairy products, poultry products, fruits and vegetables, and shipped from the State last year, for the consumption of others, \$31,250,000 worth of cattle, \$20,000,000 worth of hogs, \$4,000,000 worth of horses, \$1,000,000 worth of sheep, \$3,000,000 worth of poultry products, \$1,000,000 worth of wool, and \$1,000,000 worth of dairy products.

CROPS OF THE YEAR 1894.

From the December Report of the Department of Agriculture, Washington.

WHEAT.

The area from which the crop of 1892 was harvested, according to the estimates of this office, aggregated in round numbers 38,554,000 acres. The returns from correspondents, as to acreage sown for the crop of 1893, showed a reduction of winter wheat acreage of 12.2 points and of spring wheat 6 points, the reduction for both combined being nearly 10.2 per cent. The reported area of 1893 for all wheat was therefore, 34,629,000 acres. The causes assigned for this reduction were long continued drought and winter killing, the winter of 1892-3 having been extremely cold. The principal part of the reduction in acreage occurred in the winter-wheat States of Illinois, Missouri, Kansas, and California. The falling off in the spring wheat States was principally in the States of Minnesota and North and South Dakota. The preliminary returns for June, 1894, showed a reduction of winter-wheat area sown as compared with that harvested in 1893 of 1 point. The returns also indicated a reduction of spring wheat area of 12.2 points as compared with the year before. Thus the average for the whole country of both spring and winter wheat was stated at 95.3 per cent of the acreage of 1893, or something over 33,000,000 acres in all.

That there were larger yields of wheat than were accounted for in the reports of this Department became apparent in the springs of 1893 and 1894, but while the crops of 1891, 1892 and perhaps 1893 are believed to have been underestimated, partly in respect to acreage and partly as to rate of yield, the discrepancies between the figures on production and those on distribution may have been due, in part, as was pointed out in the report of March, 1894, to overestimates of consumption.

Since the estimate for 1893 was issued a reinvestigation as to the area under wheat and the yield of grain per acre has shown that the earlier returns made the reduction in area greater than it really was.

When we consider the extraordinary fall in the price of wheat and the complaints on that score that have been prevalent among farmers

it is not surprising that correspondents should have exaggerated the tendency to reduce the area under this grain, the seeming imperiousness of the reason for doing so leading them to underestimate the strength of the countervailing force exerted by fixed habit, by the disposition to regard the low prices as a merely temporary phenomenon, and finally by that conservatism which in general is a characteristic of the farmer.

CORN.

The corn crop of 1894 in rate of yield is one of the lowest on record. But one year of the past thirteen shows a lower record—the year 1881, when the yield was 18.6 bushels per acre. The area planted to corn in 1894 was, in round numbers 76,000,000 acres, an increase over the area of 1893 of 4,000,000 acres. Severe drought and devastating winds reduced the acreage harvested for its grain value from 76,000,000 to 62,582,000 acres. There were over 13,500,000 acres cut for fodder.

The rate of yield for 1894 is 19.4, which is lower than the average for the ten years 1870 to 1879 by 7.7 bushels; lower than that of the decade 1880 to 1889 by 4.7 bushels, and lower than for the five year period 1890 to 1894 by 3.3 bushels per acre. The average value on the farm or market nearest the farm for 1894 is 45.7 cents, which is an increase of 9.2 cents over the corresponding value of 1893. This value is 3.1 cents over the average for the ten years 1870 to 1879; 5.4 cents over that of the decade 1880 to 1889, and 3.5 cents greater than the average for the five years 1890 to 1894, inclusive. This value has only been exceeded once since 1882, namely, in the year 1890 when it was 50.6 cents per bushel. In the fifteen years 1880 to 1894, inclusive, only three crops, viz, those of 1881, 1882 and 1890, have reached a higher price. The production, 1,212,770,000 bushels, is the smallest in volume since the year 1874, when it was estimated at 850,148,000. The total value of the crop is \$554,719,162. This is 50,000,000 greater than the annual average value for the ten years 1870 to 1879, but is \$114,000,000 less than for the decade from 1880 to 1889, inclusive. The crop was 407,000,000 (round numbers) less than that of 1893; the value, however, was only \$37,000,000 less. The average value of the crop per acre is \$8.86. This is 65 cents per acre higher than the value per acre of 1893, but is \$2.68 less than the average for the ten years 1870 to 1879; 62 cents less than the decade average of 1880 to 1889, and 70 cents less than the average for the quinquennial period 1890 to 1894, inclusive.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE WHEAT CROP OF 1894,

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	4,500	94,950	\$ 75,011
New Hampshire.....	2,827	46,540	37,232
Vermont.....	7,268	164,964	110,539
Massachusetts.....	.....	.....	.....
Rhode Island.....	.....	.....	.....
Connecticut.....	.....	.....	.....
New York.....	425,500	6,297,400	3,904,388
New Jersey.....	116,279	1,779,069	1,086,232
Pennsylvania.....	1,256,590	18,848,700	10,555,272
Delaware.....	102,423	1,331,499	732,324
Maryland.....	477,987	7,813,201	3,949,129
Virginia.....	736,342	6,996,249	3,917,339
North Carolina.....	696,147	8,475,735	2,259,228
South Carolina.....	144,258	807,845	702,825
Georgia.....	235,867	1,627,413	1,236,834
Florida.....	.....	.....	.....
Alabama.....	50,274	417,274	325,474
Mississippi.....	4,150	40,670	30,063
Louisiana.....	.....	.....	.....
Texas.....	456,500	6,893,150	3,722,301
Arkansas.....	160,938	1,416,254	778,940
Tennessee.....	728,122	5,897,788	3,007,872
West Virginia.....	396,056	4,816,478	2,899,887
Kentucky.....	680,477	11,005,963	5,502,962
Ohio.....	2,549,709	48,444,471	28,737,791
Michigan.....	1,280,610	20,232,058	10,520,670
Indiana.....	2,871,960	43,644,064	20,076,269
Illinois.....	1,830,850	33,312,370	14,990,567
Wisconsin.....	587,647	9,366,176	4,776,730
Minnesota.....	2,796,478	37,752,438	18,498,702
Iowa.....	725,500	10,737,400	5,368,700
Missouri.....	1,526,400	23,353,920	10,042,186
Kansas.....	3,395,698	35,315,259	15,538,711
Nebraska.....	1,250,700	8,754,900	4,289,900
South Dakota.....	2,414,281	15,934,255	7,329,755
North Dakota.....	2,850,500	33,635,900	14,463,475
Montana.....	44,828	1,111,735	600,337
Wyoming.....	5,082	99,607	62,755
Colorado.....	119,777	2,144,009	1,393,606
New Mexico.....	38,426	691,663	606,663
Arizona.....	11,000	187,000	187,000
Utah.....	107,252	2,359,544	1,250,555
Nevada.....	5,613	112,260	84,191
Idaho.....	76,057	1,566,775	730,711
Washington.....	548,700	9,108,420	3,552,235
Oregon.....	589,891	10,441,071	4,489,665
California.....	2,688,204	30,876,705	17,314,772
Oklahoma.....	204,888	2,315,234	1,180,765
Total.....	34,862,436	460,267,416	\$325,902,05

Winter Wheat, 339,290,230 bushels; Spring Wheat, 120,977,186 bushels.

PRODUCTION, PRICE AND ACREAGE OF THE WHEAT CROP FOR FIVE YEARS

YEARS.	Total production.	Total area of Crop.	Total value of Crop.	Average value per Bush.	Average yield per Acre.	Average value per Acre.
	<i>Bushels.</i>	<i>Acres.</i>		<i>Cents.</i>	<i>Bushels.</i>	
1890.....	399,262,000	36,087,154	\$334,778,678	83.8	11.1	\$ 9
1891.....	611,780,000	39,916,897	513,472,711	83.9	15.3	12
1892.....	515,949,000	38,554,430	322,111,681	82.4	13.4	8
1893.....	396,181,725	34,629,418	213,171,331	53.8	11.4	6
1894.....	460,267,416	34,882,436	225,902,25	49.1	13.2	6
Total.....	2,383,390,141	184,070,835	\$1,609,431,678	.....	.....	.....
Average for 5 yrs., 1890 to 1894.....	476,678,028	36,814,067	\$321,896,335	67.5	12.9	\$ 8

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE CORN CROP OF 1894.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	13,282	529,992	\$ 381,565
New Hampshire.....	25,575	877,223	666,689
Vermont.....	44,976	1,835,021	1,266,164
Massachusetts.....	40,460	1,395,870	851,481
Rhode Island.....	8,949	280,999	210,749
Connecticut.....	45,209	1,444,269	954,903
New York.....	491,278	13,854,040	8,450,964
New Jersey.....	271,689	8,991,251	4,855,276
Pennsylvania.....	1,273,418	40,749,376	22,412,157
Delaware.....	199,874	4,397,228	1,978,753
Maryland.....	623,067	14,268,234	7,134,117
Virginia.....	1,685,647	32,195,858	15,132,053
North Carolina.....	2,459,663	32,959,484	15,490,957
South Carolina.....	1,672,216	18,728,819	12,173,732
Georgia.....	3,003,738	35,148,735	20,383,306
Florida.....	516,242	5,214,044	3,701,971
Alabama.....	2,537,249	34,760,311	18,422,965
Mississippi.....	2,089,024	35,931,213	17,606,294
Louisiana.....	1,103,715	17,880,183	11,085,713
Texas.....	3,649,404	69,338,676	38,829,659
Arkansas.....	2,001,970	38,437,824	18,065,777
Tennessee.....	3,107,777	68,066,316	26,543,523
West Virginia.....	681,728	12,611,968	7,188,822
Kentucky.....	2,951,839	67,892,297	29,872,611
Ohio.....	2,736,644	71,973,737	30,948,707
Michigan.....	937,821	21,737,447	10,878,734
Indiana.....	3,352,589	96,888,377	35,848,699
Illinois.....	5,872,274	109,121,491	65,967,381
Wisconsin.....	787,066	16,292,266	7,331,520
Minnesota.....	1,028,980	18,933,232	8,141,290
Iowa.....	5,422,334	81,344,010	36,604,805
Missouri.....	5,273,357	116,011,654	46,404,682
Kansas.....	8,731,940	41,797,728	17,973,023
Nebraska.....	2,309,254	13,855,524	6,927,763
South Dakota.....	354,844	1,490,345	685,559
North Dakota.....	24,170	464,064	204,183
Montana.....	1,157	37,834	31,024
Wyoming.....	2,257	67,710	44,012
Colorado.....	125,569	2,473,709	1,508,962
New Mexico.....	23,646	451,689	338,729
Arizona.....	4,558	84,779	84,779
Utah.....	8,575	209,230	121,353
Nevada.....	.....	.....	.....
Idaho.....	1,577	45,102	26,610
Washington.....	5,295	110,136	75,994
Oregon.....	13,132	333,555	186,790
California.....	66,751	1,288,294	734,323
Oklahoma.....	.....	.....	.....
Total.....	62,582,269	1,212,770,052	\$ 554,719,162

Years.	Total production.	Total area of Crop.	Total value of Crop.	Average value per Bushel.	Average yield per Acre.	Average value per Acre.
	<i>Bushels.</i>	<i>Acres.</i>		<i>Cents.</i>	<i>Bushels.</i>	
1890.....	1,489,970,000	71,970,763	754,433,451	50.6	20.7	10.48
1891.....	2,060,154,000	76,304,515	836,439,228	40.6	27	10.98
1892.....	1,623,464,000	70,626,658	642,146,630	39.4	23.1	9.09
1893.....	1,619,496,131	72,036,465	591,625,627	36.5	22.5	8.21
1894.....	1,212,770,052	62,582,269	554,719,162	45.7	19.4	8.86
Total.....	8,010,864,183	353,420,670	3,379,364,066	.....	.....	.....
Average for 5 yrs., 1890 to 1894.....	1,602,170,837	70,684,134	675,873,820	42.2	22.7	9.56

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE OAT CROP OF 1894.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	128,186	4,294,231	\$ 1,389,483
New Hampshire.....	28,787	895,276	438,685
Vermont.....	113,080	3,719,674	1,897,034
Massachusetts.....	15,686	497,193	213,798
Rhode Island.....	8,765	112,950	53,087
Connecticut.....	23,502	606,352	260,731
New York.....	1,371,980	30,320,758	11,825,096
New Jersey.....	108,647	3,085,575	1,172,519
Pennsylvania.....	1,176,067	26,226,740	9,966,161
Delaware.....	22,517	427,823	149,738
Maryland.....	94,202	2,015,923	786,210
Virginia.....	450,042	5,400,504	1,998,186
North Carolina.....	527,893	5,754,034	2,581,775
South Carolina.....	389,808	4,077,696	2,161,179
Georgia.....	561,737	7,527,276	3,838,911
Florida.....	54,570	643,926	392,795
Alabama.....	371,996	4,910,347	2,504,277
Mississippi.....	142,238	1,849,094	869,074
Louisiana.....	35,214	785,272	369,078
Texas.....	612,022	20,013,119	7,806,116
Arkansas.....	322,789	5,990,097	2,896,039
Tennessee.....	445,968	6,511,133	2,278,897
West Virginia.....	155,931	2,884,724	1,125,042
Kentucky.....	491,066	10,312,806	3,712,610
Ohio.....	961,892	29,143,237	9,084,403
Michigan.....	935,999	24,429,574	8,306,055
Indiana.....	1,108,639	35,809,049	10,742,712
Illinois.....	3,020,784	109,050,302	31,624,888
Wisconsin.....	1,758,967	57,870,014	17,861,004
Minnesota.....	1,809,967	50,860,073	15,258,022
Iowa.....	3,771,745	96,556,672	27,035,868
Missouri.....	1,091,886	25,440,944	7,377,874
Kansas.....	1,436,088	25,705,975	7,968,855
Nebraska.....	1,567,254	19,747,400	7,109,064
South Dakota.....	788,549	5,992,972	2,097,540
North Dakota.....	544,969	14,114,697	4,096,265
Montana.....	66,986	2,686,139	832,705
Wyoming.....	16,677	506,981	243,351
Colorado.....	93,219	1,258,457	578,899
New Mexico.....	9,889	345,415	172,708
Arizona.....	.....	.....	.....
Utah.....	28,609	878,097	296,553
Nevada.....	.....	.....	.....
Idaho.....	27,714	1,066,989	341,496
Washington.....	87,612	3,197,838	991,336
Oregon.....	241,753	6,454,805	1,807,346
California.....	57,331	2,058,784	905,965
Oklahoma.....	.....	.....	.....
Total.....	27,023,553	662,036,923	\$214,816,993

The area devoted to oats in 1894 was less by 249,000 acres than for 1893, losing about what was gained in the latter year over that of 1892. The loss in acreage has been more than compensated by the increase in yield, the average yield per acre being 24.5, against 24.3 last year. It will be seen that both yield and acreage approximate those of the year 1893 with remarkable closeness. The acreage of 1893 was 27,023,553, that of the present year 27,023,553. The yield per acre in 1893 was 24.4, and the total 661,036,000 bushels, while the total yield of this year was 662,036,923, or a little over 1,000,000 bushels more than for former year. The firm value of the crop of 1893 is \$214,816,920; that of 1893 was \$187,509,2, and that of 1893 \$209,253,611. The average value per bushel is 32.4 cents, a gain of 0.2 cents over the value of 1893. The average value per acre, \$7.95, is a gain of \$1.07 per acre over the same value of last year, and closely approximates the average per acre for five years, 1890 to 1894, which was \$7.92.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE RYE CROP OF 1894.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	1,045	17,248	\$ 13,987
New Hampshire.....	1,008	15,446	11,430
Vermont.....	3,144	41,186	30,066
Massachusetts.....	10,140	184,688	142,122
Connecticut.....	16,088	207,664	184,982
New York.....	234,435	3,610,289	1,949,561
New Jersey.....	75,708	1,130,478	616,263
Pennsylvania.....	306,668	4,262,616	2,387,035
Maryland.....	29,732	401,382	188,650
Virginia.....	44,894	893,807	212,386
North Carolina.....	53,118	478,017	234,612
South Carolina.....	4,308	19,754	18,964
Georgia.....	20,294	181,911	127,964
Alabama.....	2,145	28,529	27,103
Texas.....	5,323	59,020	44,265
Arkansas.....	2,341	31,069	16,012
Tennessee.....	20,182	153,383	90,496
West Virginia.....	14,806	118,448	67,515
Kentucky.....	37,487	457,341	269,831
Ohio.....	60,030	1,088,549	494,347
Michigan.....	113,042	1,492,154	686,391
Indiana.....	52,488	1,018,018	425,468
Illinois.....	119,001	2,213,419	951,770
Wisconsin.....	269,476	4,311,616	1,853,995
Minnesota.....	70,407	1,233,128	529,813
Iowa.....	77,024	1,301,706	598,785
Missouri.....	17,704	272,642	128,142
Kansas.....	149,445	866,781	398,719
Nebraska.....	78,546	479,131	239,983
South Dakota.....	6,550	29,475	13,559
North Dakota.....	2,068	81,395	11,616
Colorado.....	4,085	62,946	41,544
Utah.....	3,594	68,286	38,923
Washington.....	2,823	38,457	18,735
Oregon.....	7,191	101,398	57,794
California.....	29,876	387,763	232,658
Total.....	1,944,780	26,727,615	12,395,476

As will be seen by examination of the above table, the area of 1894 is less than that of 1893 by 93,705 acres. The yield is greater than in the larger acreage of last year, being 26,727,615 against 26,555,446 in 1893. The Farm value, however, is somewhat less than in 1893, being \$12,395,476 against \$13,612,232.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE BARLEY CROP OF 1894.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	14,826	373,909	\$ 246,79
New Hampshire.....	5,081	123,978	78,10
Vermont.....	18,124	505,660	303,39
Massachusetts.....	1,821	39,516	24,89
Rhode Island.....	370	11,100	7,99
New York.....	259,788	4,546,390	2,545,92
Pennsylvania.....	16,861	279,898	134,34
Texas.....	2,509	38,888	21,11
Tennessee.....	2,622	36,184	20,96
Kentucky.....	3,763	107,996	50,75
Ohio.....	32,358	936,453	449,49
Michigan.....	75,397	1,552,973	776,48
Indiana.....	7,568	156,658	70,49
Illinois.....	27,570	647,895	310,99
Wisconsin.....	436,398	12,480,983	5,616,44
Minnesota.....	461,304	10,840,644	4,444,66
Iowa.....	497,836	7,716,458	3,240,91
Missouri.....	817	11,438	5,38
Kansas.....	16,164	142,243	69,69
Nebraska.....	59,818	340,963	146,61
South Dakota.....	153,465	721,286	252,45
North Dakota.....	201,921	4,058,612	1,461,10
Montana.....	5,183	116,618	46,64
Colorado.....	12,426	345,443	200,35
New Mexico.....	1,543	41,661	29,16
Arizona.....	9,968	249,150	186,86
Utah.....	6,303	207,999	95,68
Nevada.....	7,790	253,175	129,11
Idaho.....	10,297	335,682	157,77
Washington.....	47,336	1,595,223	510,47
Oregon.....	36,492	1,369,901	452,06
California.....	737,395	11,216,004	5,047,20
Total.....	8,170,602	61,400,465	\$27,134,19

As with oats, there has also been a reduction of the area planted to barley. The acreage of the crop of 1894 is 98.5 per cent of that of 1893, or 8,170,602 against 8,220,371. The product of 1894 is 61,400,465, against 69,969,495 in 1893, or 8,469,000 bushels less. The market value at the farm market was \$27,134,127 against the like valuation at the same time in 1893 of \$28,729,386. The last census made the area of barley for the year (1899) 3,220,000 acres, the product 78,331,492 bushels, or 24.3 bushels per acre. The yield per acre for 1894 was 19.8 or 5 bushels less than that of 1899.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE HAY CROP OF 1894.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Tons.	Value.
Maine.....	1,327,702	1,166,317	\$11,196,643
New Hampshire.....	640,832	606,790	6,392,285
Vermont.....	908,126	1,089,751	10,832,125
Massachusetts.....	636,348	801,798	12,427,869
Rhode Island.....	86,548	64,907	1,059,931
Connecticut.....	517,699	450,398	7,008,193
New York.....	5,297,087	6,197,592	59,868,739
New Jersey.....	505,554	586,443	8,262,982
Pennsylvania.....	2,993,275	3,582,065	39,947,655
Delaware.....	61,524	79,981	1,199,715
Maryland.....	245,582	355,949	3,961,712
Virginia.....	692,412	498,537	6,927,605
North Carolina.....	164,525	238,561	2,607,473
South Carolina.....	157,594	241,119	2,592,029
Georgia.....	150,855	174,992	2,166,401
Florida.....	6,719	8,264	134,290
Alabama.....	74,803	195,112	1,855,515
Mississippi.....	78,902	135,980	1,314,927
Louisiana.....	36,532	71,603	761,856
Texas.....	457,214	606,095	4,633,684
Arkansas.....	188,066	248,247	2,192,021
Tennessee.....	435,510	513,902	5,791,676
West Virginia.....	546,260	557,185	5,989,592
Kentucky.....	583,983	735,762	7,703,428
Ohio.....	2,312,254	2,986,563	24,343,322
Michigan.....	1,702,906	2,043,367	18,472,038
Indiana.....	2,008,671	2,551,012	19,326,671
Illinois.....	2,406,066	2,745,184	22,867,383
Wisconsin.....	1,896,733	2,487,840	19,799,226
Minnesota.....	1,602,644	1,634,697	8,663,894
Iowa.....	4,693,308	3,426,115	25,318,990
Missouri.....	2,532,318	2,152,469	16,832,308
Kansas.....	3,305,889	2,545,535	13,364,059
Nebraska.....	1,905,992	1,124,535	8,006,689
South Dakota.....	2,040,833	1,918,883	8,210,679
North Dakota.....	424,987	506,735	1,967,194
Montana.....	370,639	444,767	3,188,979
Wyoming.....	224,785	861,872	3,618,720
Colorado.....	786,904	1,736,045	13,466,779
New Mexico.....	39,846	74,910	861,465
Arizona.....	86,219	65,919	791,028
Utah.....	179,575	452,529	2,516,061
Nevada.....	153,602	620,552	4,499,002
Idaho.....	226,370	572,716	2,485,587
Washington.....	372,656	764,560	5,642,458
Oregon.....	642,308	1,384,606	7,527,791
California.....	1,665,102	3,213,647	30,529,647
Total.....	48,321,272	54,874,408	468,578,821

For reasons pointed out elsewhere (Crop Review) the hay crop of 1894 as compared with the last year has fallen off 1,293,000 acres. The area mown in 1893 as shown by the census was 53,545,797; that harvested last year as estimated by the Department was 49,613,469 acres, which was an increase over the estimates of 1888—the last year until 1893 for which an estimate was made—of 11,021,566 acres. The present year's crop shows an area harvested consisting of 48,321,272 acres, yielding a product of 54,874,408 tons, or 10,891,768 tons less than in 1893. The value (farm) stands at \$468,578,321, against \$570,882,872 last year. The estimated value per ton is \$8.54 for this year, against \$8.68 last year.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE POTATO CROP OF 1894.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	58,184	8,545,898	\$ 3,760,107
New Hampshire.....	22,495	2,699,400	1,268,718
Vermont.....	29,766	3,690,984	1,624,083
Massachusetts.....	81,110	3,266,550	3,125,258
Rhode Island.....	6,481	861,973	690,621
Connecticut.....	26,012	2,054,948	1,397,865
New York.....	378,738	29,162,056	13,997,787
New Jersey.....	48,611	2,796,680	1,783,929
Pennsylvania.....	206,879	18,240,256	7,546,948
Delaware.....	4,521	226,050	113,095
Maryland.....	25,421	1,331,892	704,603
Virginia.....	89,928	2,355,752	1,319,221
North Carolina.....	17,955	1,113,310	667,928
South Carolina.....	4,208	248,273	191,169
Georgia.....	6,539	340,028	275,423
Florida.....	1,422	127,980	95,985
Alabama.....	5,913	954,259	223,748
Mississippi.....	5,852	421,344	345,502
Louisiana.....	9,589	431,505	358,149
Texas.....	14,057	1,124,560	1,118,314
Arkansas.....	16,738	1,372,516	727,433
Tennessee.....	38,856	2,142,580	1,049,384
West Virginia.....	82,018	1,664,936	949,014
Kentucky.....	45,903	2,476,763	1,388,107
Ohio.....	205,988	12,977,244	6,748,167
Michigan.....	215,370	13,246,740	5,739,099
Indiana.....	109,621	6,467,639	3,492,525
Illinois.....	166,879	8,343,950	5,340,128
Wisconsin.....	166,407	7,488,315	3,968,807
Minnesota.....	114,167	4,452,513	2,370,782
Iowa.....	176,605	7,594,015	5,239,870
Missouri.....	94,061	6,490,209	3,374,900
Kansas.....	108,213	4,436,733	3,016,978
Nebraska.....	109,467	2,406,274	1,854,371
South Dakota.....	49,330	1,134,590	839,597
North Dakota.....	32,463	2,726,062	1,253,984
Montana.....	5,183	675,313	276,150
Wyoming.....	2,554	383,100	229,860
Colorado.....	34,033	2,892,805	1,591,043
New Mexico.....	618	46,350	37,060
Arizona.....	391	24,240	80,303
Utah.....	6,011	811,485	243,446
Nevada.....	1,352	217,672	76,185
Idaho.....	3,812	678,538	359,624
Washington.....	15,422	1,927,750	539,770
Oregon.....	18,114	2,028,768	730,356
California.....	26,786	1,392,872	682,507
Total.....	2,737,973	170,787,338	\$91,526,787

Estimates for 1894 make the crop area planted to potatoes 2,737,973 acres, or nearly 83,000 acres greater than that of 1893, the aggregate product, notwithstanding, being 2,246,000 bushels less. The value of the crop on the farm is estimated at \$91,526,787, the present year, against \$108,661,801 in the year 1893. The yield per acre is 62.3 bushels; that of 1893 was 70.3. The annual average for the nine years 1880 to 1888, inclusive, was 76.1 bushels. The annual average yield for the ten years preceding 1880 was 87.7 bushels per acre.

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

Crop of	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush
1870.....	235,884,700	1,064,255,000	247,277,400	5,473,600	28,295,400
1871.....	230,732,400	991,898,000	255,743,000	15,385,500	28,718,500
1872.....	249,997,100	1,092,719,000	271,747,000	14,888,600	28,846,400
1873.....	281,254,700	932,274,000	270,340,000	15,142,000	32,044,490
1874.....	309,102,700	850,148,500	240,369,000	14,990,900	32,552,501
1875.....	292,136,000	1,321,069,000	354,317,500	17,722,100	38,908,600
1876.....	269,356,500	1,288,827,500	320,884,000	20,374,800	38,710,500
1877.....	364,194,146	1,342,558,000	406,394,000	21,170,100	34,441,400
1878.....	420,122,400	1,388,218,750	413,578,560	25,842,790	42,245,680
1879.....	448,766,630	1,547,901,790	363,761,330	23,689,460	40,288,106
1880.....	496,549,868	1,717,434,543	417,885,380	24,540,829	45,165,340
1881.....	383,230,090	1,194,916,000	416,481,000	20,704,950	41,161,330
1882.....	504,185,470	1,617,025,100	488,250,610	39,960,037	48,953,926
1883.....	421,086,160	1,651,066,895	571,302,400	28,058,588	50,136,097
1884.....	512,763,900	1,795,528,433	583,628,000	28,637,594	61,206,652
1885.....	357,112,000	1,836,176,000	639,409,000	21,766,000	58,360,000
1886.....	457,218,000	1,663,441,000	624,134,000	24,499,000	59,428,000
1887.....	466,329,000	1,456,161,000	659,618,000	20,691,000	56,812,000
1888.....	414,868,000	1,987,790,000	701,735,000	23,415,000	63,884,000
1889.....	490,560,000	2,112,892,000	751,515,000	28,500,000	66,000,000
1890.....	369,292,000	1,489,970,000	522,621,000	29,000,000	58,800,000
1891.....	611,780,000	2,060,154,000	738,394,000	36,000,000	77,400,000
1892.....	515,949,000	1,628,464,000	661,035,000	.....	.....
1893.....	396,131,725	1,619,496,131	638,854,850	28,555,446	69,869,495
1894.....	460,267,416	1,212,770,053	662,086,928	28,737,615	61,400,465

HARVEST TIME OF THE WORLD.

The following shows the months of the Wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	All Wheat		WINTER WHEAT.				SPRING WHEAT.				CORN.				OATS.			
	September.	April.	May.	June.	July.	September.	June.	July.	August.	September.	October.	June.	July.	August.	September.			
			September.															
1881	78	88	100	74	80	74	86	89	82	69	66	96	90	70	60	66		
1882	100	102	88.5	102	105	102	98	97	97	98	81	98	85	83	83	81		
1883	83	80	94	78	79	78	106	100	97	98	94	98	96	89	94	93		
1884	96	83.4	94	79	79	79	101	100	98	100	95	98	96	94	93	93		
1885	73	76.3	70	66	66	66	97	86	83	86	90	94	94	96	95	94		
1886	87.8	94.1	92.7	91.2	90.8	90.8	98.5	88	83	86	86.2	86.7	86.2	80.7	80.7	80.7		
1887	82	88.1	88.8	84.9	85.5	84	87.3	78.8	78.1	88.4	88.4	88.4	87.7	80.5	72.8	72.8		
1888	77.8	83	73.1	73.3	73.6	77	92.8	96.9	87.3	77.2	93	90.5	90.5	94.2	92	92		
1889	87.5	94	86	89.4	93	89.4	94.4	88.3	81.2	88.8	90.3	94.8	90.3	94.8	91.7	93.8		
1890	75.5	81	80	78.1	76.2	73.5	91.3	94.4	83.2	79.8	83.1	73.8	83.1	73.8	70.1	89.8		
1891	96.9	96.9	97.9	96.9	96.3	96.3	92.6	91.1	96.5	97.2	92.8	90.8	92.8	90.8	91.1	92.5		
1892	85.3	81.2	84.0	88.8	86.6	86.7	92.3	90.9	81.2	81.2	81.2	81.1	81.1	82.5	79.6	88.5		
1893	83.7	77.4	75.3	75.5	77.7	77.7	86.4	74.1	67.0	....	....	87	83.2	87	76.7	88.9
1894	83.7	86.7	81.4	83.3	83.9	....	88	63.4	67.1	....	....	63.4	63.4	69.1	63.4	64.3
								</										

THE WORLD'S WHEAT CROP OF 1893.

Compiled by the department of Agriculture, Washington, in March, 1894, from the most authoritative data available at that date.

Countries.	1891.	1892.	1893.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
United States.....	611,780,000	515,949,000	596,182,000
Canada:			
Ontario.....	22,584,000	28,783,000	21,781,000
Manitoba.....	23,196,000	14,454,000	15,616,000
Rest of Canada.....	4,941,000	4,946,000	4,000,000
Total Canada.....	60,721,000	48,182,000	41,847,000
Mexico.....	12,000,000	10,000,000	10,000,000
Total North America.....	684,501,000	574,131,000	447,479,000
Argentina.....	33,000,000	30,000,000	56,750,000
Chili.....	14,000,000	18,000,000	19,200,000
Uruguay.....	3,000,000	3,292,000	5,694,000
Total South America.....	50,000,000	51,292,000	81,644,000
Austria.....	41,071,000	50,170,000	42,800,000
Hungary.....	189,278,000	142,013,000	158,000,000
Croatia and Slavonia.....	7,000,000	7,984,000	7,815,000
Bosnia and Herzegovina.....	1,900,000	2,000,000	2,000,000
Belgium.....	15,560,000	20,748,000	17,500,000
Bulgaria.....	40,902,000	40,441,000	28,941,000
Denmark.....	4,686,000	5,000,000	5,000,000
France.....	220,353,000	310,814,000	277,857,000
Germany.....	85,750,000	118,215,000	119,748,000
Great Britain.....	74,401,000	60,407,000	50,800,000
Ireland.....	2,615,000	2,314,000	1,668,000
Greece.....	5,675,000	4,000,000	6,500,000
Italy.....	141,456,000	115,876,000	119,696,000
Netherlands.....	3,504,000	6,200,000	5,500,000
Portugal.....	7,000,000	6,100,000	5,000,000
Roumania.....	45,672,000	60,223,000	59,588,000
Russia.....	169,846,000	241,579,000	321,497,000
Poland.....	12,681,000	24,440,000	21,554,000
The Caucasus.....	74,000,000	71,288,000	60,600,000
Servia.....	5,000,000	5,500,000	6,000,000
Spain.....	71,349,000	78,396,000	86,000,000
Sweden.....	4,341,000	4,560,000	4,006,000
Norway.....	400,000	400,000	400,000
Switzerland.....	3,300,000	3,301,000	2,500,000
Turkey in Europe.....	30,000,000	24,756,000	24,000,000
Cyprus.....	3,000,000	2,000,000	2,000,000
Total Europe.....	1,206,620,000	1,406,933,000	1,433,666,000

* The revised Hungarian official estimate just issued makes the Hungarian wheat crop for 1893 154,000,000 bushels, instead of 132,276,000 bushels as was stated in the synopsis of the March report sent out on March 10, 1894.

THE WORLD'S WHEAT CROP OF 1893.—CONTINUED.

Countries.	1891.	1892.	1893.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
India	256,704,000	208,640,000	286,896,000
Asiatic Turkey	49,000,000	49,000,000	45,000,000
Persia	20,630,000	18,567,000	19,000,000
Japan	18,277,000	15,737,000	15,000,000
Total Asia	344,611,000	289,944,000	345,896,000
Algeria	26,184,000	19,899,000	19,000,000
Cape Colony	2,046,000	2,813,000	4,014,000
Egypt	11,140,000	8,252,000	10,000,000
Tunis	4,256,000	4,000,000	2,500,000
Total Africa	43,626,000	34,464,000	35,514,000
New South Wales.	3,649,000	3,964,000	6,817,000
Victoria	12,751,000	13,679,000	14,815,000
South Australia	9,899,000	6,436,000	9,240,000
Western Australia	465,000	296,000	429,000
Tasmania	643,000	938,000	1,019,000
New Zealand	5,794,000	10,258,000	8,878,000
Queensland	208,000	392,000	463,000
Total Australasia	32,839,000	35,963,000	41,161,000
RECAPITULATION BY CONTINENTS:	681,		
North America	50,501,000	574,131,000	447,479,000
South America	1,208,000,000	51,292,000	81,644,000
Europe	1,406,820,080	1,406,333,000	1,433,666,000
Asia	344,611,000	289,944,000	345,896,000
Africa	43,626,000	34,464,000	35,514,000
Australasia	32,839,000	35,963,000	41,161,000
Grand Total	2,384,197,000	2,392,727,000	2,385,360,000

PACKING AND PROVISIONS.

PORK PRODUCTS.

The business of the past year in pork products shows a handsome increase over 1893, although less in volume than in 1891 or 1892. The packing for the winter season also slightly increased, as did the summer packing of 1894. The business of the year was fairly satisfactory, with slight profits, although the general depression of the year was felt in this as in all other lines of trade. There was not a continual decline in prices, but values at the close of the year were considerably lower than at the opening. The business of the past four years is shown in the following table:

	1891.	1892.	1893.	1894.
Received, pounds.....	292,760,263	264,341,960	209,990,945	230,087,181
Shipped, pounds.....	368,665,516	369,411,500	285,323,741	345,491,499
Totals, pounds.....	651,365,779	633,753,460	495,314,685	575,578,659

The relative positions of the principal packing points is shown by the following statement of the number of hogs packed the past four years as reported by the Cincinnati Price Current:

TOTAL YEARLY PACKING AT PROMINENT PLACES.

	1893-94.	1892-93.	1891-92.	1890-91.
Chicago.....	4,219,567	4,352,095	5,249,798	6,071,659
Kansas City.....	1,478,223	1,695,145	1,813,066	2,398,764
Omaha.....	1,023,261	1,124,723	1,288,773	1,527,871
St. Louis.....	578,873	530,634	664,188	648,100
Indianapolis.....	510,813	539,198	607,002	736,228
Milwaukee.....	345,896	387,977	576,563	718,725
Sioux City.....	200,900	313,973	255,068	655,293
Cincinnati.....	353,818	456,396	484,173	523,810
St. Paul.....	229,378	218,982	276,246	335,408
Cedar Rapids.....	313,141	299,945	429,056	581,074
Cleveland.....	405,124	449,081	308,282	424,592
Louisville.....	217,947	213,264	161,365	211,815
Ottumwa.....	225,000	254,244	241,800	317,300
Nebraska City.....	179,182	121,983	197,423	267,848
St. Joseph.....	261,500	266,000	155,000	183,000
Fifteen places.....	10,568,523	11,223,640	12,702,802	15,600,992
All other.....	1,038,433	1,166,960	1,755,012	2,112,142
Aggregate.....	11,606,006	12,390,600	14,457,814	17,713,134

As will be seen by the above table, St. Louis still holds the fourth place as a packing point.

BEEF.

In dressed beef St. Louis made a large advance during 1894, the plants at the National Stock Yards having largely increased their capacity. The shipments during the year were 196,069,375 pounds, against 103,837,622 pounds in 1893 and 68,071,698 pounds in 1892. This interest will doubtless continue to increase and result in drawing to this market larger receipts of cattle. In addition to the output at this point, 64,612,340 pounds were received from Western points.

RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1894 AND COMPARISONS WITH PREVIOUS YEARS.

BY	RECEIPTS.				SHIPMENTS.			
	Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.	Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
Chicago & Alton R. R. Missouri Div.		4,387,300	6,250,300	3,161,700				230,000
Missouri Pacific R. R.	2,014	3,809,500	109,423,900	16,141,700	1	108,075	983,200	1,169,790
St. Louis & San Francisco R. R.		916,900	2,740,300	778,100		1,870,575	2,105,170	2,458,985
Wabash R. R. (West).	1,650	1,236,700	26,963,300	3,188,100	80	142,210	116,500	661,300
St. Louis, Kan. City & Colo. R. R.								
Missouri, Kansas & Texas R. R.		2,400	8,100	1,200	1	39,280	258,300	674,900
St. Louis Southwestern R. R.		7,300	117,400	400	64	324,450	3,124,810	1,075,840
St. Louis, Iron Mountain & Southern R. R.				189,900	1,932	3,147,732	104,648,904	21,888,887
St. L., A. & T. H. R. R. (Cairo Short Line)				16,000	56	446,970	13,522,140	2,861,520
Illinois Central R. R.				16,300	1,609	493,690	11,551,900	2,118,650
Louisville & Nashville R. R.		1,100	1,800	26,700	245	925,850	6,345,000	3,293,410
Mobile & Ohio R. R.			27,400	3,800	1,875	2,704,810	21,712,200	3,684,300
Louisville, Evansville & St. Louis.				10,540	405	290,680	12,712,680	6,391,430
Baltimore & Ohio S. W. R. R.					1,992	5,683,610	16,172,770	15,386,003
Chicago & Alton R. R.		51,000	176,700	43,300	292	388,200	1,511,400	3,760,500
Cleveland, Cin., Chicago & St. L. R. R.		52,900	238,900	1,800	431	3,062,190	8,068,844	6,237,200
Vandalia & Terre Haute R. R.		75,000	3,792,000	550,000	11	4,865,500	2,789,300	4,382,050
Wabash R. R. (East).					464	3,813,200	8,479,750	4,489,900
Toledo, St. Louis & Kansas City R. R.		75,300	3,892,600	154,300	1	683,200	1,122,400	1,093,600
Chicago, Peoria & St. Louis R. R.						2,475	756,300	2,800
Chic., Burl. & Quincy R. R.			5,128,000			13,900	10,800	16,420
Keokuk & St. Louis R. R.		473,800	23,012,400	4,617,600		800	3,300	
St. Louis, Chicago & St. Paul R. R.								
St. Louis & Eastern R. R.								
Upper Mississippi River.		10,400	9,200	500	59	26,208	14,474	5,517
Lower								
Illinois			32,900	3,400	6,059	831,497	6,985,791	3,682,686
Missouri		1,400	5,800	1,500	11	1,805	2,100	1,200
Ohio, Cumberland & Tenn. Rivers.					23	19,875	7,600	18,450
Red, White and Ouachita Rivers.					24	57,867	590,004	96,534
Total 1894	3,664	10,649,000	190,864,000	37,873,000	15,868	29,432,596	223,938,251	90,068,732
" 1893	3,016	8,137,940	177,143,080	28,436,285	10,632	21,051,562	190,566,466	71,675,963
" 1892	10,290	11,849,874	225,863,984	34,096,392	20,849	36,728,107	246,099,713	82,718,571
" 1891	8,668	12,464,015	243,183,375	37,417,595	26,631	80,596,345	242,878,149	90,889,082
" 1890	5,628	13,676,404	246,068,419	32,468,392	40,089	83,085,483	281,807,241	77,675,408
" 1889	3,979	8,018,985	181,568,769	24,860,548	29,447	23,553,564	204,788,396	80,876,808
" 1888	6,431	8,947,763	124,641,079	15,157,970	24,801	21,592,574	141,789,393	76,154,951

RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

RECEIPTS FOR TWENTY-EIGHT YEARS.				SHIPMENTS FOR TWENTY-EIGHT YEARS.			
Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.	Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.
1894.....	3,664	301,513,000	27,578,000	1894.....	15,668	252,425,847	90,088,732
1893.....	3,516	185,886,620	23,436,285	1893.....	10,688	211,618,018	71,675,953
1892.....	10,320	237,703,808	24,696,352	1892.....	20,369	282,827,819	82,713,571
1891.....	3,658	254,647,388	37,417,535	1891.....	26,521	273,174,494	80,382,082
1890.....	5,528	269,769,823	32,463,302	1890.....	40,989	294,392,724	77,575,403
1889.....	2,679	189,601,764	24,869,848	1889.....	29,447	228,336,800	80,878,803
1888.....	6,431	133,588,817	15,187,970	1888.....	24,901	163,352,336	78,154,931
1887.....	5,275	94,579,080	18,936,881	1887.....	38,281	143,934,139	69,406,458
1886.....	6,667	67,853,334	11,924,131	1886.....	46,816	117,302,729	48,710,130
1885.....	6,632	81,454,040	8,906,586	1885.....	66,316	128,709,562	47,137,038
1884.....	9,050	78,946,821	10,742,561	1884.....	57,194	132,563,029	50,445,090
1883.....	9,656	119,365,201	9,975,552	1883.....	75,239	163,150,959	43,740,073
1882.....	78,502	92,217,813	18,480,610	1882.....	100,139	140,785,135	39,829,146
1881.....	17,692	77,736,968	16,526,606	1881.....	71,826	139,012,260	43,449,768
1880.....	13,658	77,376,418	8,248,208	1880.....	79,416	146,362,997	38,004,829
1879.....	32,113	92,083,380	8,415,176	1879.....	89,385	159,398,870	38,925,903
1878.....	52,200	58,611,064	7,019,741	1878.....	112,375	125,602,088	40,452,505
1877.....	45,482	48,203,972	7,087,001	1877.....	108,768	119,955,382	34,725,726
1876.....	45,632	50,290,716	6,067,325	1876.....	86,141	106,803,076	29,292,879
1875.....	46,547	51,556,146	6,732,320	1875.....	95,503	105,808,598	24,145,176
1874.....	55,453	52,104,380	6,877,560	1874.....	90,343	133,486,380	27,112,270
1873.....	57,476	50,071,760	8,981,820	1873.....	105,876	184,392,770	37,156,810
1872.....	60,207	63,434,860	11,288,890	1872.....	114,329	147,141,960	33,943,860
1871.....	88,442	57,804,350	10,093,460	1871.....	131,732	123,665,060	30,750,470
1870.....	77,398	44,494,770	6,215,150	1870.....	115,236	77,501,130	15,507,840
1869.....	78,236	47,225,140	7,778,410	1869.....	120,002	75,755,450	13,322,900
1868.....	85,127	46,753,360	5,941,650	1868.....	130,268	58,229,270	12,945,490
1867.....	92,071	47,623,450	7,229,670	1867.....	138,226	70,095,130	14,318,210

STOCK OF PROVISIONS AT ST. LOUIS ON DATES NAMED.

Articles.	March 1, 1894.	March 1, 1893.	March 1, 1892.	March 5, 1891.	March 5, 1890.
Pork, bbls.....	1,468	592	2,818	3,443	4,435
Lard, tierces.....	2,703	8,343	444	6,490	5,206
Shoulders, pounds.....	896,900	908,000	2,591,000	1,436,600	1,678,000
Sides, pounds.....	7,325,843	7,433,500	17,161,000	16,578,869	14,868,000
Hams, pounds.....	4,881,731	4,931,200	7,179,500	6,463,000	6,168,400
Bellies.....	750,000				

GENERAL SUMMARY OF PACKING

AS REPORTED BY THE CINCINNATI PRICE CURRENT.

Packing in the West during 1893-94 compared with the preceding year in leading exhibits.

WINTER SEASON.

November 1 to March 1.	1893-94.	1892-93.	Decrease.	Increase.
Number of hogs packed.....	4,884,082	4,633,520	.....	250,562
Average live weight, lbs.....	248.20	237.73	.....	10.47
Average yield of lard, lbs.....	36.07	31.66	.....	4.41
Percentage yield of lard.....	14.53	13.90	.....	.63
Average cost of hogs, alive.....	\$5.26	\$6.54	.....	\$1.28
Aggregate live weight, lbs.....	1,212,208,000	1,055,200,000	.....	157,008,000
Total green meats, lbs.....	678,836,000	590,912,000	.....	87,924,000
Aggregate pounds of lard.....	176,192,000	146,694,000	.....	29,498,000
Total Meats and Lard, lbs.....	855,028,000	737,606,000	.....	117,422,000
Aggregate cost of hogs.....	\$63,752,000	\$69,041,000	.....	\$5,289,000
Tierces of lard, 330 lbs. each.....	533,700	444,500	.....	89,200
Mess Pork made, barrels.....	149,695	111,583	.....	38,112
Other Pork, barrels.....	128,720	73,517	.....	55,203
Pork of all kinds, barrels.....	278,415	185,100	.....	93,315

At the same average weight as in 1893-94 the total weight of hogs packed past winter would be equivalent to 5,323,000 hogs, or an increase equal to 690 hogs in number and weight, or 15 per cent.

SUMMER SEASON.

March 1 to November 1.	1893.	1892.	Decrease.	Increase.
Number of hogs packed.....	6,720,924	7,757,110	1,036,186	.....
Average live weight, lbs.....	240.41	223.42	.....	16.99
Average yield of lard, lbs.....	34.64	31.23	.....	3.41
Percentage yield of lard.....	14.41	14.04	.....	.37
Cost of hogs, 100 lbs. alive.....	\$6.83	\$5.08	.....	\$1.75
Aggregate live weight, lbs.....	1,615,835,000	1,725,856,000	109,521,000	.....
Green meats, made lbs.....	904,867,000	966,199,000	61,332,000	.....
Lard, made lbs.....	233,860,000	242,291,000	8,431,000	.....
Total meats and lard, lbs.....	1,138,727,000	1,208,490,000	69,763,000	.....
Aggregate cost of hogs.....	\$109,338,000	\$98,735,000	.....	\$10,603,000
Tcs. of lard, 330 lbs. each.....	705,600	734,900	29,300	.....

TOTAL FOR TWELVE MONTHS.

Year ending March 1.	1893-94.	1892-93.	Decrease.	Increase.
Number of hogs, packed.....	11,605,006	12,390,630	785,624	.....
Average live weight, lbs.....	243.69	234.41	.....	9.28
Average yield of lard, lbs.....	35.25	31.89	.....	3.36
Cost of hogs, 100 lbs. alive.....	\$5.87	\$5.80	.....	.07
Aggregate live weight, lbs.....	2,828,043,000	2,780,558,000	.....	47,485,000
Green meats made, lbs.....	1,583,708,000	1,557,111,000	.....	26,597,000
Lard made, lbs.....	409,053,000	388,985,000	.....	20,068,000
Total meats, and lard lbs.....	1,992,761,000	1,946,096,000	.....	46,665,000
Aggregate cost of hogs.....	\$166,090,000	\$158,768,000	.....	\$7,322,000
Tcs. of lard, 330 lbs. each.....	1,239,300	1,178,500	.....	60,800

There is more or less barreled pork made during the summer season, but quantity is not sufficiently large to be essential to the usual statistics.

PACKING AT ST. LOUIS FOR TWENTY-NINE SEASONS.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1888-89.....	255,064.....	234.88 gross.	38.82.....	\$5.96
1889-90.....	226,206.....	219.04 "	31.20.....	6.47
1890-91.....	350,483.....	234.39 "	31.84.....	4.02
1891-92.....	291,332.....	241.91 "	33.41.....	3.65
1892-93.....	343,810.....	241.48 "	32.16.....	3.69
1893-94.....	336,176.....	253.42 "	32.12.....	4.95
1894-95.....	369,790.....	233.05 "	30.21.....	5.14
1895-96.....	870,866.....	245.43 "	35.49.....	4.30
1896-97.....	369,130.....	237.21 "	34.29.....	3.74
1897-98.....	442,087.....	259.74 "	34.60.....	4.35
1898-99.....	382,232.....	249.70 "	33.45.....	5.30
1899-00.....	337,004.....	259.81 "	34.53.....	6.33
1900-01.....	316,379.....	258.97 "	35.13.....	6.21
1901-02.....	474,159.....	250.86 "	35.56.....	4.03
1902-03.....	577,788.....	258.18 "	36.08.....	4.05
1903-04.....	629,261.....	264 "	40.45.....	2.83
1904-05.....	509,540.....	270 "	38.30.....	3.96
1905-06.....	414,747.....	255 "	33.55.....	5.70
1906-07.....	389,895.....	268.47 "	36.56.....	7.17
1907-08.....	462,246.....	340 "	30.....	7.00
1908-09.....	463,798.....	261.53 "	34.18.....	.....
1909-10.....	538,000.....	260 "	34.50.....	.....
1910-11.....	419,032.....	263.15 "	35.17.....	.....
1911-12.....	305,600.....	216 Net.	.....	.....
1912-13.....	241,316.....	190.50 "	.....	.....
1913-14.....	231,937.....	189.27 "	.....	.....
1914-15.....	237,160.....	193.91 "	.....	.....
1915-16.....	183,543.....	223.34 "	.....	.....
1916-17.....	123,335.....	208.91 "	.....	.....

SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1894. estimate.....	490,000.....	235
1895.....	323,799.....	218
1896.....	304,438.....	233
1897.....	313,705.....	218.74
1898.....	356,768.....	232.24
1899.....	390,792.....	233.14
1900.....	345,261.....	225
1901.....	313,591.....	245
1902.....	351,043.....	245
1903.....	244,004.....	243
1904.....	269,814.....	230.50
1905.....	325,000.....	235
1906.....	315,176.....	217.86
1907.....	330,000.....	235
1908.....	410,000.....	240
1909.....	350,000.....	230
1910.....	142,000.....	235
1911.....	148,777.....	247
1912.....	131,158.....	236.43
1913.....	102,434.....	230
1914.....	150,993.....	209
1915.....	152,155.....	244.26

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1893-94.....	578,873 hogs
" " 1892-93.....	530,634 "
" " 1891-92.....	664,186 "
" " 1890-91.....	648,100 "
" " 1889-90.....	739,602 "
" " 1888-89.....	682,457 "
" " 1887-88.....	683,381 "
" " 1886-87.....	721,914 "
" " 1885-86.....	613,134 "
" " 1884-85.....	711,901 "
" " 1883-84.....	607,123 "
" " 1882-83.....	533,180 "
" " 1881-82.....	556,379 "

WINTER PACKING IN THE WEST FOR TWENTY SEASONS,

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1874-75.....	5,566,226	209.77	34.20	6.68
1875-76.....	4,880,135	217.71	35.45	7.05
1876-77.....	5,101,308	215.92	34.06	5.74
1877-78.....	6,505,446	226.04	38.61	3.99
1878-79.....	7,480,648	217.14	39.40	2.85
1879-80.....	6,950,451	212.94	36.32	4.18
1880-81.....	6,919,456	207.71	35.65	4.64
1881-82.....	5,747,760	210.16	35.44	6.06
1882-83.....	6,132,212	213.62	35.43	6.28
1883-84.....	5,402,064	201.15	33.25	5.18
1884-85.....	6,480,240	266.51	36.02	4.29
1885-86.....	6,296,995	258.98	35.22	3.66
1886-87.....	6,439,009	251.81	33.54	4.19
1887-88.....	5,921,181	242.80	31.06	5.04
1888-89.....	5,483,852	263.46	34.76	4.99
1889-90.....	6,663,802	250.92	36.37	3.66
1890-91.....	8,173,126	239.75	33.45	3.54
1891-92.....	7,761,216	247.64	34.64	3.91
1892-93.....	4,633,520	237.73	31.66	6.54
1893-94.....	4,884,082	248.20	36.07	5.96

SUMMER PACKING IN THE WEST FROM MAR. 1st to NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gro. wt.	Av. Yield Lard
1890.....	5,323,848	250.82	30.00
1891.....	4,803,689	251.52	32.00
1892.....	3,210,787	231.40	30.00
1893.....	3,781,036	245.31	35.00
1894.....	4,058,868	234.58	32.00
1895.....	4,994,572	234.58	32.00
1896.....	4,644,003	258.98	34.00
1897.....	5,611,526	227.00	30.00
1898.....	5,315,122	231.88	31.00
1899.....	6,881,501	246.26	35.00
1890.....	6,540,008	238.47	36.00
1891.....	6,696,398	231.76	31.00
1892.....	7,757,110	232.42	31.00
1893.....	6,721,000	240.41	34.00
1894 Estimate.....	8,650,000	240.00	35.00

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1, FOR SIXTEEN YEARS.

Years.	Summer.	Winter.	Total.	Years.	Summer.	Winter.	Total.
1893-94.....	6,720,924	4,884,082	11,605,006	1885-86.....	4,964,572	6,298,995	11,263,567
1892-93.....	7,757,110	4,633,520	12,390,630	1884-85.....	4,058,868	6,460,340	10,519,208
1891-92.....	6,696,398	7,761,216	14,457,614	1883-84.....	3,781,036	5,402,064	9,183,100
1890-91.....	9,540,008	8,173,126	17,713,134	1882-83.....	3,210,787	6,132,212	9,342,999
1889-90.....	6,881,501	6,663,802	13,545,303	1881-82.....	4,903,689	5,747,760	10,651,449
1888-89.....	5,315,122	5,483,852	10,798,974	1880-81.....	5,325,898	6,919,456	12,245,354
1887-88.....	5,611,526	5,921,181	11,532,707	1879-80.....	4,051,248	6,950,451	11,001,699
1886-87.....	5,644,003	6,439,009	12,083,012	1878-79.....	3,378,044	7,480,648	10,858,692

EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1894,
As reported by Mr. Worthington C. Ford, Chief of Bureau of Statistics, Washington.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF, Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or Pickled, or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
New York.....	32,834,868	108,797,950	40,672,579	14,006,744	204,688,272	36,145,986	47,063,149	301,186,886
Boston.....	3,315,510	81,982,584	7,920,947	1,908,806	164,631,918	47,480,776	4,676,064	70,312,446
Philadelphia.....	2,143,368	7,831,783	3,468,491	2,116,022	28,364,601	5,861,694	654,885	13,982,776
Baltimore.....	16,844,888	6,406,208	8,524,960	12,981,267	14,658,763	1,324,391	4,268,231	71,166,200
New Orleans.....	64,040	.....	367,165	107,941	128,773	132,556	454,533	1,126,434
San Francisco.....	1,987,025	.....	755,480	2,077,822	106,508	364,542	161,515	692,745
Chicago.....	600	.....	.....	.....	.....	.....	.....	.....
Corpus Christi.....	12,119	860	7,228	10,239	6,430	15,267	.....	265,261
Detroit.....	1,063,859	24,127	1,639,708	121,264	1,727,653	1,880,773	3,840,373	4,273,006
Huron.....	494,886	.....	1,409,690	96,784	14,283,984	1,814,910	2,670,890	3,936,964
North and South Dakota.....	208,592	51	57,200	233,635	122,217	50,709	20,310	27,692
Passamaquoddy.....	.....	650	265,700	10,508	.....	.....	182,000	.....
Puget Sound.....	564,354	239,967	23,129	1,660	101,038	138,752	74,110	25,904
Superior.....	2,083	5,284	29,500	25	.....	2,988	76,085	.....
Other districts.....	159,033	25,473	620,427	894,671	11,801,011	731,799	262,972	7,767,997
Total Exports, 1894.....	59,524,794	204,314,990	65,390,094	34,576,587	440,514,068	95,945,141	63,675,407	479,703,309
" " 1893.....	63,710,539	172,887,488	84,307,218	62,283,839	847,636,890	81,776,512	50,594,673	479,703,309
" " 1892.....	90,112,775	232,983,363	70,860,653	87,022,614	623,468,670	82,236,622	78,198,233	341,834,808
" " 1891.....	86,125,190	202,989,789	73,199,874	98,007,674	494,664,261	81,175,274	75,426,723	438,986,799
" " 1890.....	104,913,890	182,606,816	110,797,365	119,221,026	520,024,941	86,497,890	79,232,901	521,174,240
" " 1889.....	71,769,708	170,992,606	96,637,118	96,637,118	471,743,989	56,647,760	77,460,447	396,337,498
" " 1888.....	45,298,849	106,411,092	50,453,861	75,470,826	302,128,689	40,243,275	57,820,187	270,245,146
" " 1887.....	43,622,195	79,677,729	41,871,632	84,899,951	386,869,932	49,853,172	60,877,176	300,033,651
" " 1886.....	.....	94,220,019	35,792,792	52,699,115	389,788,072	56,288,828	106,786,839	331,509,570

WEEKLY PRICES OF PROVISIONS FOR 1894.

DATE.	PORK.		LARD.		D. S. CLEAR RIB.		BACON. CLEAR RIB.	
	Mess.		Prime Steam.		Bulk.		Packed.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January 6.....	18 12½	@ 13 35	7 87½	@ 8 00	6 45	@ 6 60	7 75	@ 7 87½
13.....	18 50	13 75	8 00	8 25	6 75	7 12½	7 75	8 00
20.....	18 62½	14 00	7 75	8 00	6 60	6 75	7 75	8 00
27.....	18 62½	13 75	7 65	7 75	6 50	6 75	7 75	8 00
February 2.....	18 25	13 69½	7 45	7 60	6 50	6 65	7 87½	7 50
10.....	12 50	13 10	7 20	7 40	6 80	6 50	7 12½	7 80
17.....	12 50	12 75	7 20	7 30	6 85	6 45	7 00	7 25
24.....	12 62½	12 87½	7 40	7 50	6 37½	6 50	7 00	7 25
March 3.....	12 37½	12 60	7 00	7 30	6 15	6 30	6 90	7 10
10.....	11 87½	12 25	6 75	7 00	5 95	6 15	6 75	6 90
17.....	11 25	11 75	6 45	6 75	5 65	5 90	6 40	6 87
24.....	11 50	11 75	6 40	6 75	5 65	5 85	6 45	6 50
31.....	11 75	12 25	6 75	7 10	5 75	6 12½	6 37½	6 75
April 7.....	12 00	12 69½	6 75	7 15	5 80	6 30	6 50	6 87
14.....	12 75	13 25	7 20	7 50	6 30	6 60	7 00	7 37
21.....	13 00	13 80	7 50	7 90	6 50	6 90	7 25	7 50
28.....	12 75	13 25	7 80	7 50	6 50	6 85	7 12½	7 50
May 5.....	13 65	13 25	7 20	7 50	6 45	6 60	7 12½	7 40
12.....	12 75	13 00	7 05	7 30	6 40	6 50	7 05	7 30
19.....	12 80	12 60	7 10	7 30	6 10	6 40	7 00	7 13
26.....	12 90	12 50	6 65	7 00	6 20	6 40	6 87½	7 00
June 3.....	12 90	12 40	6 50	6 70	6 30	6 40	6 85	6 93
9.....	12 35	12 50	6 30	6 60	6 15	6 40	6 87½	7 10
16.....	12 50	12 87½	6 37½	6 60	6 30	6 55	7 00	7 37
23.....	13 80	13 12½	6 37½	6 60	6 50	6 75	7 25	7 37
30.....	13 00	13 12½	6 50	6 60	6 65	6 75	7 87½	7 60
July 7.....	13 00	13 87½	6 50	6 70	6 50	6 90	7 37½	7 55
14.....	13 25	13 50	6 60	6 75	6 90	7 12½	7 62½	8 00
21.....	13 00	13 25	6 70	6 80	6 70	6 87½	7 75	7 87
28.....	13 00	13 50	6 65	6 90	6 70	6 90	7 55	7 87
August 4.....	13 00	13 62½	6 80	6 90	6 70	6 95	7 50	7 87
11.....	13 75	14 00	7 00	7 20	6 90	7 30	7 65	7 87
18.....	14 00	14 25	7 25	7 50	7 30	7 60	8 00	8 25
25.....	14 00	14 12½	7 37½	7 50	7 35	7 55	8 12½	8 25
September 1.....	14 00	14 50	7 65	7 90	7 65	6 92½	8 25	8 75
8.....	14 50	14 75	8 45	8 90	7 80	8 00	8 75	9 00
15.....	14 62½	15 00	8 80	8 95	7 77½	8 05	8 75	8 87
22.....	14 00	14 50	8 80	8 90	7 75	7 90	8 50	8 75
29.....	13 75	14 12½	8 10	8 50	7 20	7 50	8 25	8 50
October 6.....	13 50	14 00	7 45	8 30	6 75	7 40	8 00	8 25
13.....	13 50	13 75	7 35	7 60	6 62½	6 90	7 62½	8 00
20.....	13 00	13 62½	7 00	7 53½	6 50	6 80	7 25	7 63
27.....	13 62½	13 25	6 95	7 20	6 35	6 50	7 00	7 37
November 3.....	13 50	13 75	6 75	6 90	6 20	6 45	7 00	7 15
10.....	13 50	12 62½	6 75	7 05	6 15	6 35	7 00	7 15
17.....	12 62½	13 00	6 90	7 05	6 15	6 60	7 25	7 50
24.....	12 50	13 00	6 80	7 15	6 00	6 40	7 25	7 37
December 1.....	12 37½	12 60	6 80	6 90	6 00	6 35	7 00	7 25
8.....	13 30	12 60	6 70	6 90	5 95	6 25	7 00	7 15
15.....	12 12½	12 37½	6 65	6 82½	5 85	6 10	6 87½	7 00
22.....	12 00	13 37½	6 62½	6 75	5 90	6 10	6 75	6 87
29.....	11 50	12 00	6 45	6 60	5 65	5 90	6 50	6 65

LIVE STOCK.

By P. H. HALE,
Publisher of the Live Stock Reporter.

THE CATTLE TRADE.

In common with most other markets cattle receipts at St. Louis did not increase during the year 1894 as compared with 1893, 1892 or 1891, but were greater than any other previous year. The advance made by St. Louis is in the home slaughter of cattle, which caused the largest percentage of arrivals to be sold and slaughtered here.

The Texas and Indian cattle trade here is the larger end of the business. This is the natural consequence of being the best located market to supply the interior. The early sales of 1894 were mostly fed cattle, and sales did not range very high, the best price in January was \$4.15, in February four cents, and only in May did a few fancy cattle bring \$4.75. In June and July the best fed steers sold at \$3.50 to \$4.20, and in December the best fed cattle sold at \$4.00 to \$4.25. During the grass season prices were unusually steady. The full range for grass steer cattle was \$2.00 to \$4.05. The great bulk of all the grass steers sold at \$2.55 to \$3.00, and although thousands of the better class sold at \$3.10 to \$3.50 only a few trains were sold at \$3.60 to \$4.05. The grass cows sold largely at \$1.85 to \$2.35, and the full range was \$1.50 to \$2.75.

THE HOG TRADE.

During the year 1894 the hog trade was the most satisfactory end of the business. The arrivals show an increase of 384,748 head over and above the receipts of the previous year and the highest figures since 1881. Although the receipts do not equal those of the years 1879, 1880 and 1881, other markets have to go back to find their highest records, therefore St. Louis is not alone in this respect. It has often been said that hog production moved away from St. Louis; if so, it has come

back again, and another 150,000 head on top of the 1894 receipts would pass the highest mark, and we expect to see it done before long.

In 1894 hogs sold higher than any other class of stock, but not so high as in 1893. The January hogs sold from \$5.00 to \$5.55, and not until March did the tops go below 5 cents, and then only for three weeks. April and May sold hogs from \$5.00 to \$5.30, and after another three weeks with tops at \$4.75 to \$4.95 the July hogs ranged with the best from \$5.15 to \$5.35. As August went out the best hogs sold at \$5.95 and the September hogs at \$6.00 to \$6.65 were the highest of the year. October closed with the tops at \$4.75, and since then it has been a question whether the tops would sell at \$4.40, \$4.50 or \$4.60. As a general proposition St. Louis can sell many more hogs to the best advantage of the shippers.

At no time during the year 1894 were sufficient hogs here to fully supply the market, and as a general proposition the supplies have been insufficient to fill all orders for hogs required for the East. In addition to the numerous regular buyers here there are several large Eastern houses desirous of buying hogs here and who do buy here occasionally. They want good heavy weights, not by deck or double deck, but by the train load. All this market wants is the supply. The hogs weighing 250 to 350 pounds are wanted greatly in excess of current receipts. This market can sell 200,000 hogs per month and give better satisfaction than if only 80,000 to 100,000 are here. The reason no more hogs were sold in 1894 is because no more were here to sell. Orders for hundreds of thousands of hogs were neglected for want of supplies to fill the orders. This is the best market in the country for Eastern buyers to purchase their hogs, and there is no limit to the orders that would come here if supplies were larger.

THE SHEEP TRADE.

The number of sheep sold upon the St. Louis market was greater during the year in review than during any previous year in the history of the establishment. This is due solely to the increased slaughtering capacity of the St. Louis market. There is no longer any difficulty in finding buyers for all the sheep within reasonable limits that can come here, and the difference between now and during the former years is that now home consumption disposes of more than the entire receipts in some former years, whereas formerly the shipping trade purchased most of the supplies.

The receipts during the year 1894 were less than in 1893, but this makes no difference. In 1893 a good many sheep were billed through and in 1894 for months at a time none were allowed to go out from here except to the slaughter houses. The sheep prices averaged low

from one end of the year to the other, excepting only the month of April, when large numbers of sheep sold at \$4.00 to \$5.70. From August to the end of the year the highest price was \$3.75 for native sheep and the bulk sold at \$2.35 to \$3.00 per 100 pounds. The market here received no more than it could handle, but continually glutted markets at Chicago held the values of the mutton down.

RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP AND HOGS FOR
TWENTY-EIGHT YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.			
	Cattle.	Sheep.	Hogs.	Horses & Mules	Cattle.	Sheep.	Hogs.	Horses & Mules
1894.....	773,371	359,396	1,489,856	59,822	281,260	90,526	642,499	67,564
1893.....	908,357	387,725	1,105,108	46,834	473,966	331,476	575,446	55,881
1892.....	801,111	376,982	1,310,311	45,759	465,838	248,085	715,469	49,077
1891.....	779,499	402,339	1,380,569	55,975	464,794	277,396	704,478	66,891
1890.....	639,014	358,496	1,359,789	82,071	361,705	251,728	665,471	79,030
1889.....	508,190	338,495	1,120,930	78,104	297,579	255,375	429,310	65,399
1888.....	546,875	459,339	929,230	58,458	336,306	816,476	294,469	61,192
1887.....	464,828	417,425	1,052,240	57,048	277,408	267,018	324,735	59,223
1886.....	377,450	328,385	1,264,471	42,182	212,668	302,738	529,382	39,798
1885.....	386,320	362,358	1,455,535	39,385	223,249	233,391	789,487	35,610
1884.....	430,717	389,322	1,474,475	41,870	315,433	248,445	678,574	39,544
1883.....	405,090	368,012	1,151,785	44,913	249,523	217,370	609,388	44,543
1882.....	443,189	443,130	846,228	42,718	188,486	245,071	264,484	46,255
1881.....	503,892	334,426	1,672,153	42,385	293,092	170,395	389,909	43,794
1880.....	424,720	205,930	1,840,684	46,011	223,879	93,323	779,769	44,416
1879.....	420,454	182,648	1,762,724	38,369	226,335	88,683	686,099	36,947
1878.....	406,335	168,935	1,461,634	27,878	261,723	74,433	523,627	30,867
1877.....	411,089	900,002	896,819	22,652	251,666	87,689	314,387	25,157
1876.....	349,443	157,311	877,160	29,371	220,430	67,886	232,876	26,301
1875.....	335,742	125,679	628,569	27,516	216,701	37,784	126,729	28,675
1874.....	360,225	114,913	1,126,586	27,175	228,678	35,577	453,710	30,302
1873.....	279,678	86,434	973,519	.....	180,693	18,693	224,673	.....
1872.....	263,004	115,004	759,076	.....	164,370	29,440	183,700	.....
1871.....	189,527	118,899	633,370	.....	130,018	37,685	113,918	.....
1870.....	201,322	94,777	310,860	.....	129,748	11,449	17,156	.....
1869.....	124,665	96,226	344,848	.....	59,967	12,416	39,076	.....
1868.....	115,552	79,315	301,560	.....	37,277	6,415	16,377	.....
1867.....	74,446	62,074	298,241	.....	26,799	19,623	28,627	.....

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1894.

ROUTE.	RECEIPTS				SHIPMENTS.			
	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules. Head.	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules. Head.
Chicago & Alton R.R. (Mo. Div.).....	7,990	42,423	6,140	1,645	241	80	90	73
Missouri Pacific R. R.	61,048	209,531	35,570	6,286	1,397	187	782	563
St. Louis & San Francisco R.R.	157,001	285,933	70,754	1,978	1,169	.....	280	1,738
Wabash R. R. (West).....	90,719	335,126	57,235	16,790	1,922	501	1,031	513
St. L., Kas. City & Colo. R. R.	824	5,387	423	8	23	.....	.....	.....
Missouri, Kansas & Texas R. R.	201,915	90,017	32,344	1,426	75	.....	.....	507
St. Louis Southwestern R. R. ....	.....	.....	.....	25	.....	.....	.....	874
St. Louis, Iron Mountain & Southern R.R.	177,159	137,433	34,132	610	514	.....	711	10,335
St. L., A. & T. H. R. R. (Cairo Short Line).....	17,163	74,487	19,712	364	444	574	871	4,511
Illinois Central R. R. ....	.....	109	.....	153	113	.....	.....	5,873
Louisville & Nashville R. R.	8,632	23,756	11,337	505	444	30	.....	21,316
Mobile & Ohio R. R.	8,623	30,753	8,415	170	384	206	373	6,739
Louisville, Evansville & St. Louis.....	876	6,819	3,457	51	645	411	.....	553
Baltimore & Ohio S.-W. R. R.	1,336	14,967	5,910	154	18,237	146,223	1,244	3,533
Chicago & Alton R. R.	3,331	25,965	6,149	4,768	98,779	84,101	43,396	1,103
Cleveland, Cin., Ch. & St. Louis.....	867	11,326	3,137	1,898	28,133	108,546	1,512	1,763
Vandalia & Terre Haute R.R.	2,307	5,873	9,068	811	23,517	123,630	8,009	2,612
Wabash R. R. (East).....	583	15,546	2,489	809	64,800	16,967	23,535	1,730
Toledo, St. Louis & Kansas City R.R.	435	3,400	4,631	31	20,319	204,538	2,935	123
Chicago, Peoria & St. Louis R. R.	600	7,611	1,018	2,532	5,397	761	2,040	136
Chicago, Burlington & Quincy.....	2,363	25,415	3,269	2,566	1,355	.....	1,490	473
Keokuk & St. Louis R. R.	13,183	75,975	12,072	14,777	319	156	1,419	48
St. Louis, Chicago & St. Paul R. R.	86	8,312	460	120	264	427	433	.....
St. Louis & Eastern R. R.	349	2,603	976	.....	.....	.....	.....	.....
Upper Mississippi River.....	2,790	14,267	8,333	815	.....	.....	.....	.....
Lower Mississippi River.....	7,243	36,187	13,523	479	.....	.....	.....	.....
Illinois River.....	1,070	7,138	1,990	69	.....	.....	.....	.....
Missouri River.....	186	3,894	1,344	15	.....	.....	.....	.....
Ohio, Cumberland & Tennessee Rivers.....	265	1,840	152	6	.....	.....	.....	.....
Driven and Express.....	10,814	12,347	11,800	87	.....	.....	.....	.....
Totals.....	776,571	1,480,856	350,806	50,572	331,260	642,039	90,526	67,564

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1894.**

1894. Month.	Receipts.					Shipments.				
	Cars	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cars	Cattle.	Hogs.	Sheep.	Horses and Mules.
January...	4,040	58,952	133,739	26,325	920	1,379	20,413	68,075	7,597	844
February...	2,862	43,062	87,032	14,584	863	1,220	20,248	47,748	3,113	837
March.....	2,853	38,883	97,901	13,556	963	957	13,966	47,575	1,526	933
April.....	2,423	27,888	103,723	24,071	405	751	8,244	48,788	7,925	375
May.....	3,082	39,753	107,970	24,240	518	926	12,893	45,892	7,922	459
June.....	3,122	49,559	87,273	32,133	776	1,098	19,389	35,489	15,853	756
July.....	2,709	55,370	46,295	21,980	813	831	17,225	26,598	7,501	262
August.....	3,622	71,659	72,864	27,054	1,751	1,300	26,981	35,998	7,920	1,699
September...	3,638	76,581	67,468	27,666	2,021	1,294	28,748	38,037	3,033	1,913
October...	4,370	87,034	96,933	36,362	1,033	1,744	39,312	50,549	4,649	1,816
November...	3,929	61,819	136,548	21,607	1,173	1,296	24,212	56,320	1,020	1,189
December...	3,459	53,597	109,179	22,745	1,053	817	11,795	44,462	2,083	1,020
Totals..	40,057	663,657	1,146,925	292,223	12,689	13,642	242,916	545,481	69,612	12,103

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS UNION STOCK
YARDS FOR THE YEAR 1894.**

1894.	Receipts.				Shipments.			
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	Sheep.	Horses and Mules.
January.....	9,989	37,878	4,319	3,812	2,526	7,679	507	728
February.....	7,223	33,064	3,142	2,216	2,028	5,287	449	383
March.....	6,847	29,409	3,093	1,992	1,830	8,483	152	211
April.....	6,533	24,858	6,526	1,208	1,545	5,486	2,728	180
May.....	8,400	31,206	6,163	926	1,601	7,504	1,985	159
June.....	7,025	23,786	8,242	461	1,661	4,713	2,527	166
July.....	8,592	21,900	8,869	250	1,632	3,898	2,468	111
August.....	9,241	24,255	12,046	863	2,546	4,262	4,119	275
September.....	9,774	31,698	9,914	3,137	2,372	9,264	2,597	369
October.....	11,073	38,679	10,319	2,861	2,996	10,473	3,303	655
November.....	9,259	49,747	6,900	1,959	2,598	16,608	2,270	522
December.....	7,536	30,287	4,283	2,190	2,564	6,124	1,581	712
Totals.....	101,491	366,657	83,756	20,889	25,949	89,781	24,096	4,471

WEEKLY PRICES OF LIVE STOCK FOR 1894,
AS REPORTED BY THE NATIONAL LIVE STOCK REPORTER.

DATE.	CATTLE.		SHEEP, Good to choice.	HOGS.		
	Native Steers.	Texas Steers.		Yorkers.	Packers.	Butchers.
January 1.....	4.00 @ 4.65	3.00 @ 3.65	2.50 @ 3.25	5.00 @ 5.20	4.75 @ 5.30	5.00 @ 5.35
8.....	4.00 4.70	3.50 4.15	2.75 4.00	4.90 5.25	5.00 5.30	5.00 5.35
15.....	3.70 4.50	2.50 3.75	2.30 4.00	4.50 5.40	4.50 5.50	5.00 5.55
22.....	4.05 4.85	2.25 3.75	2.75 4.25	4.50 5.40	4.35 5.45	5.00 5.45
29.....	3.50 4.60	2.35 3.75	2.75 4.25	4.50 5.45	4.75 5.50	5.20 5.55
February 5.....	3.40 4.15	2.60 4.00	2.50 3.75	4.30 5.25	4.75 5.30	5.00 5.35
12.....	3.30 4.25	2.25 3.70	2.75 3.75	4.30 5.25	4.75 5.30	5.00 5.35
19.....	3.25 4.25	2.90 3.60	2.60 3.55	4.30 5.30	4.75 5.40	5.20 5.45
26.....	3.20 4.20	2.40 3.70	3.30 3.90	4.35 5.20	4.60 5.25	5.15 5.30
March 5.....	3.15 4.05	2.40 4.00	2.75 3.85	4.50 5.10	4.50 5.15	5.00 5.15
12.....	3.15 4.15	2.40 3.40	3.25 3.85	4.50 5.00	4.25 5.00	4.90 5.00
19.....	3.50 4.15	2.60 3.40	3.25 4.00	4.00 4.70	4.00 4.70	4.50 4.70
26.....	3.50 4.15	2.50 3.40	3.25 4.00	4.25 4.75	4.00 4.80	4.70 4.85
April 2.....	3.00 3.90	2.50 3.30	3.20 4.50	4.25 4.75	4.00 4.90	4.70 4.85
9.....	3.00 3.75	2.60 4.00	4.25 5.50	4.25 4.95	4.25 5.00	4.70 5.00
16.....	3.60 4.40	2.50 3.85	3.75 5.70	4.50 5.20	4.50 5.25	5.00 5.25
23.....	3.65 4.40	2.50 3.85	3.00 4.60	5.00 5.45	4.75 5.50	5.25 5.55
30.....	3.70 4.35	2.75 3.55	2.50 4.00	5.00 5.40	4.75 5.40	5.10 5.40
May 7.....	3.70 4.25	2.60 4.75	3.00 4.25	4.50 5.25	4.75 5.25	5.00 5.25
14.....	3.25 4.25	2.75 3.90	3.75 4.50	4.60 5.30	4.60 5.20	5.00 5.25
21.....	3.55 4.25	2.75 3.90	3.75 4.25	4.50 5.10	4.50 5.10	4.70 5.10
28.....	3.25 4.12 1/2	2.50 3.75	3.50 4.30	4.40 4.50	4.30 4.85	4.60 4.85
June 4.....	3.75 4.30	2.75 3.80	3.00 4.40	4.40 4.80	4.25 4.80	4.80 4.85
11.....	4.00 4.50	2.50 3.50	2.25 3.85	4.35 4.70	4.35 4.75	4.60 4.75
18.....	4.00 4.70	2.80 4.10	2.50 3.40	4.40 4.95	4.40 4.95	4.60 4.95
25.....	3.35 4.25	2.00 3.60	2.40 3.25	4.40 5.00	4.50 5.05	4.70 5.05
July 2.....	3.50 4.40	2.25 3.50	2.25 3.25	4.40 5.10	4.75 5.15	4.75 5.15
9.....	3.50 4.80	2.50 4.20	2.60 3.50	4.40 5.20	4.75 5.35	5.00 5.35
16.....	3.50 4.75	2.40 3.90	2.25 3.85	4.40 5.20	4.75 5.20	5.00 5.35
23.....	3.50 4.50	2.00 3.20	2.35 4.00	4.40 5.30	4.75 5.30	5.10 5.35
August 30.....	3.50 4.45	1.75 3.45	3.80 3.25	4.40 5.20	4.75 5.35	5.10 5.35
6.....	3.35 4.50	2.00 3.50	3.25 3.00	4.40 5.10	4.60 5.20	5.00 5.35
13.....	3.25 4.40	2.25 3.20	2.30 3.75	4.50 5.40	4.50 5.45	5.25 5.55
20.....	3.50 4.50	2.00 3.25	2.25 3.00	4.90 5.60	5.00 5.70	5.30 5.70
25.....	3.60 4.55	2.00 3.25	2.25 3.15	5.00 5.85	5.00 5.95	5.70 5.85
September 3.....	4.00 5.35	2.25 3.30	2.25 2.90	5.10 5.90	5.20 6.00	5.70 5.85
10.....	4.50 5.80	2.00 3.25	2.60 3.15	5.35 6.30	5.60 6.40	6.00 6.30
17.....	4.00 5.05	2.10 3.50	2.85 3.15	5.90 6.40	6.00 6.50	6.30 6.60
24.....	3.50 5.60	2.25 3.55	2.35 3.00	5.40 6.15	5.25 6.30	6.00 6.40
October 1.....	4.00 5.65	2.15 3.35	2.40 3.00	5.90 5.90	5.25 6.00	5.70 5.75
8.....	3.50 5.10	2.20 3.35	2.40 3.75	5.10 5.65	5.25 5.75	5.40 5.50
15.....	3.00 5.00	2.10 3.00	2.50 3.50	4.70 5.20	4.90 5.40	5.00 5.50
22.....	3.60 5.00	2.00 3.80	2.25 3.00	4.20 5.00	4.25 5.10	5.00 5.50
29.....	3.25 4.75	2.00 4.05	2.25 2.85	4.00 4.80	4.00 4.70	4.50 4.75
November 5.....	3.25 4.65	2.00 3.60	2.30 2.75	4.00 4.45	4.00 4.70	4.50 4.75
12.....	3.75 5.00	1.80 3.20	3.35 3.00	4.00 4.55	4.00 4.75	4.50 4.75
19.....	3.50 4.95	2.25 3.70	2.25 2.85	3.80 4.55	4.00 4.75	4.40 4.75
26.....	3.60 4.60	2.00 3.50	2.25 3.00	3.90 4.55	4.25 4.80	4.40 4.75
December 3.....	3.30 4.35	2.00 3.25	2.00 2.75	3.75 4.35	4.20 4.70	4.40 4.70
10.....	4.30 6.65	2.30 3.45	2.25 3.30	3.75 4.30	4.20 4.70	4.30 4.70
17.....	4.00 5.50	2.25 4.25	2.35 3.60	3.75 4.30	4.20 4.65	4.30 4.70
24.....	3.60 5.00	2.25 4.10	2.40 3.75	3.75 4.30	4.00 4.60	4.20 4.70
31.....	3.75 5.00	2.35 4.00	2.25 3.35	3.75 4.25	4.10 4.60	4.35 4.70

LEAF TOBACCO.

Review by EVANS BROTHERS TOBACCO COMPANY.

The conditions of the leaf tobacco industry have not materially changed since our review of 1893, and the local trade continues to drag. The effort to re-establish the status of Missouri as a burley district has met with but poor encouragement from either grower or local buyer. The estimated crop of the State for the season of 1894 is 4,000 hogsheads, the bulk of which is burley, and it is of very good quality. The seasons have not been all that the planter could desire, and the honest intention of a large number of growers at the plant bed season came to naught when the transplanting period came.

The query naturally arises why the crop of the burley districts of this State should be sought after and paid for liberally by the operators of other States, many of whom have a full force in operation buying, assorting and redrying for other markets. Where our local buyers pay a royalty in many instances for our own products, this is an unnatural condition of affairs, and will no doubt be remedied at no distant day, as we unquestionably raise as good burley as any other section of the country. The crops round at the barn is selling at \$3.00 to \$5.00 per hundred, which is a very fair price, on the basis of value of other crops.

RECEIPTS AND SHIPMENTS OF LEAF TOBACCO.

	Receipts.	Receipts.	Shipments
	43,264 hhds.	12,884 pkgs.	4,326 hhds.
1894.....	39,587 "	14,291 "	4,021 "
1893.....	41,936 "	17,293 "	5,056 "
1892.....	41,042 "	12,411 "	6,175 "
1891.....	37,658 "	.....	7,584 "
1890.....	38,068 "	.....	5,265 "
1889.....	37,140 "	.....	5,623 "
1887.....	37,592 "	.....	3,323 "
1886.....	33,118 "	.....	3,185 "
1885.....	31,481 "	.....	3,188 "

MANUFACTURED TOBACCO.

St. Louis still holds first position in the manufacture of tobacco, producing yearly a greater amount than any other city in the world. The total manufacture in the United States for the fiscal year ending June 30, 1894, was 285,451,805 pounds.

The output of the larger districts was as follows:

Missouri.....	First District.	St. Louis.	53,313,136 lbs.
New Jersey.....	Fifth. "	Newark.	20,150,167 "
Kentucky.....	Fifth. "	Louisville.	19,966,303 "
Michigan.....	First "	Detroit.	16,311,307 "
Ohio.....	First "	Cincinnati.	15,640,345 "
Virginia.....	Second "	Richmond.	15,019,739 "
North Carolina.....	Fifth "	Asheville.	13,878,736 "
Virginia.....	Sixth "	Lynchburg.	10,507,787 "

Thus it will be seen that St. Louis produces 22.65 per cent of all the tobacco manufactured, and nearly as much as the three next largest manufacturing districts.

For the calendar year ending December 31st, the amount manufactured was 57,097,445 pounds, an increase of 13 per cent over 1893. Of this amount 51,634,424 pounds was plug, 5,348,033 pounds smoking 88,181 pounds fine cut, and 26,807 pounds snuff.

St. Louis brands are well known in every State and are sold in all markets in competition with home productions. The value of the product is placed at \$20,000,000.

The total manufacture of cigars in 1894 was 4,066,917,433, of which St. Louis produced 51,435,530.

The receipts of manufactured tobacco in 1894 were 14,908,766 pounds and shipments 64,579,650 pounds.

FIRST INTERNAL REVENUE COLLECTION DISTRICT.

YEAR.		Tobacco manufactured. Lbs.	Am't tax paid.
Fiscal,	1872	5,751,185	\$1,358,717
"	1873	5,441,872	1,094,600
"	1874	4,794,965	1,154,651
"	1875	6,394,408	1,317,583
"	1876	4,928,147	1,185,712
Calendar,	1877	5,484,431	1,319,036
"	1878	5,990,901	1,440,716
"	1879	8,670,466	1,477,899
"	1880	12,889,784	2,063,549
"	1881	17,234,969	2,751,307
"	1882	17,170,190	2,728,525
"	1883	23,285,729	2,219,432
"	1884	22,631,104	1,818,562
"	1885	28,517,401	2,235,028
"	1886	32,448,936	2,484,204
"	1887	40,281,675	3,222,774
"	1888	40,009,305	3,200,744
"	1889	44,964,667	3,597,173
"	1890	51,792,102	4,143,368
"	1891	50,884,436	3,023,068
"	1892	57,677,351	3,460,641
"	1893	50,463,947	3,027,936
"	1894	57,097,445	3,425,846

The manufactures of the past five years can be classified as follows:

	1894. Pounds.	1893. Pounds.	1892. Pounds.	1891. Pounds.	1890. Pounds.
Plug Chewing Tobacco . . .	51,634,424	45,618,168	52,293,902	44,503,098	46,684,057
Fine Cut	83,181	128,160	145,852	167,305	225,731
Smoking	5,848,093	4,686,852	5,424,122	5,682,377	4,882,313
Snuff	26,807	27,457	30,769	31,659	31,104
Total	57,097,445	50,465,687	57,894,645	50,384,439	51,823,206

CIGARS.

YEAR.		Manufact'd.	Amount of tax paid.
Fiscal,	1873	33,092,950	\$ 185,464 75
"	1874	35,425,310	176,808 45
"	1875	36,037,683	189,832 80
"	1876	31,841,875	191,051 25
Six mon's	1877	17,586,717	105,620 30
Calendar	1878	36,560,500	219,383 00
"	1879	35,042,043	210,252 28
"	1880	38,399,375	230,397 45
"	1881	41,867,917	251,207 50
"	1882	40,877,750	245,268 50
"	1883	40,021,079	186,674 84
"	1884	41,327,500	191,094 40
"	1885	41,466,220	191,510 57
"	1886	43,586,383	190,750 09
"	1887	46,732,973	140,198 93
"	1888	47,294,380	141,683 18
"	1889	46,289,225	138,867 68
"	1890	38,934,200	.....
"	1891	63,274,983	159,824 95
"	1892	66,964,374	170,963 12
"	1893	63,787,160	161,316 47
"	1894	51,435,530	154,306 59

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR
SIX YEARS.

	1894.	1893.	1892.	1891.	1890.	1889.
Tobacco lbs.	57,070,638	50,468,190	57,963,676	50,352,780	51,792,102	44,964,667
Cigars M.	51,435,530	53,787	56,964	53,274	83,984	89,775
Cigarettes M.	1,079,300	289,800	.....	.....	143,100	188,490
Snuff lbs.	26,807	27,457	30,769	31,659	31,104	30,321

MANUFACTURE OF TOBACCO IN THE UNITED STATES.

Statement showing the quantities of Cigars, Cigarettes, Snuff, Chewing and Smoking Tobacco, on which tax was paid in the several collection districts of the United States during the fiscal year ending June 30, 1894.

[Prepared for this report by the Commissioner of Internal Revenue, Washington.]

COLLECTION DISTRICTS.		Location of Collectors' Office.	Cigars, Number.	Cigarettes, Number.	Snuff, Pounds.	Chewing & Smoking Tobacco, Pounds.
Alabama.....		Birmingham.....	5,022,443	7,000	.....	6,458
Arkansas.....		Little Rock.....	1,588,146	.....	.....	5,574
California.....		San Francisco.....	68,580,400	4,539,680	6,645	396,584
Colorado.....		Sacramento.....	4,804,540	.....	.....	231
Colorado, including the State of Nevada.....		Denver.....	10,628,220	44,500	.....	29,463
Connecticut, including the State of Rhode Island.....		Hartford.....	40,087,000	878,020	220	24,879
Florida.....		Jacksonville.....	131,681,830	1,293,340	.....	17,189
Georgia.....		Atlanta.....	4,705,466	15,000	431	17,448
Illinois.....		Chicago.....	176,027,733	4,925,680	534,016	9,190,477
".....1st dist.....		Peoria.....	15,186,940	.....	13,150	20,925
".....5th dist.....		Springfield.....	53,618,137	.....	.....	1,665,668
".....8th dist.....		Cairo.....	11,716,610	.....	.....	33,187
Indiana.....		Lawrenceb'gh.....	46,359,460	.....	.....	85,450
".....4th dist.....		Terre Haute.....	16,804,218	.....	.....	91,875
Iowa.....		Dubuque.....	10,928,398	.....	85	830,131
".....4th dist.....		Burlington.....	84,899,770	.....	.....	77,279
Kansas, including the Indian and Oklahoma Territories.....		Leavenworth.....	20,180,267	.....	.....	85,600
".....2nd dist.....		Owensboro.....	1,780,040	.....	.....	2,800,406
".....5th dist.....		Louisville.....	23,787,177	23,000	.....	19,866,392
".....6th dist.....		Covington.....	5,845,870	.....	.....	1,706,631
".....7th dist.....		Lexington.....	3,693,960	.....	.....	248,124
".....8th dist.....		Richmond.....	5,817	.....	.....	73,878
Louisiana, including the State of Mississippi.....		New Orleans.....	68,561,293	156,420,160	50,069	963,700
Maryland, Inc. Delaware, Dist. Col. and 2 counties of Va.....		Baltimore.....	91,884,990	39,912,160	502,060	9,876,135
Massachusetts.....		Boston.....	11,828,443	2,531,140	59,053	24,162
Michigan.....		Detroit.....	90,485,600	9,646,640	16,904	16,311,207
".....1st dist.....		Grand Rapids.....	17,995,917	1,000	766	28,367
".....4th dist.....		St. Paul.....	37,947,057	901,030	35,666	102,475
Minnesota.....		St. Louis.....	51,464,450	938,960a	25,578	53,313,183
Missouri.....		Kansas City.....	15,166,317	.....	.....	465,060
".....1st dist.....						
".....6th dist.....						

a—Including 2,000 at \$2.00 per thousand.

MANUFACTURE OF TOBACCO IN THE UNITED STATES—Continued.

COLLECTION DISTRICTS.		Location of Collectors' Office.		Cigars, Number.	Cigarettes, Number.	Snuff, Pounds.	Chewing & Smoking Tobacco, Pounds.
Montana, Incl. the State of Idaho and Territory of Utah.		Helena		3,187,980	.....	.....	7,790
Nebraska, Including the States of North and South Dakota.		Omaha		28,045,490	.....	.....	37,049
New Hampshire, Including Maine and Vermont.		Portsmouth.		16,234,747	.....	.....	9,418
New York—1st dist.		Camden.		12,231,967	.....	.....	9,197
" "—5th dist.		Newark.		56,152,300	.....	4,867,768	20,150,197
New Mexico, Including the Territory of Arizona.		Santa Fe.		264,410	.....	.....	4,043,725
New York—1st dist.		Brooklyn.		69,611,977	.....	7,881	4,943,722
" "—2nd dist.		New York		136,999,640	.....	8,511	7,972,974
" "—3rd dist.		New York		531,953,698	.....	79,801	7,972,974
" "—14th dist.		Albany		107,497,473	.....	2,824	1,247,898
" "—21st dist.		Syracuse		140,154,557	.....	9,800	1,871,718
" "—28th dist.		Rochester.		58,609,010	.....	9,871	1,876,149
North Carolina—4th dist.		Raleigh.		4,708,877	.....	68,600	13,638,700
" "—6th dist.		Asheville.		1,307,903	.....	.....	10,640,245
Ohio—1st dist.		Cincinnati.		178,668,490	.....	13,405	1,008,309
" "—10th dist.		Toledo.		29,912,803	.....	.....	343,910
" "—11th dist.		Cleveland.		73,153,630	.....	.....	344,713
" "—18th dist.		Springfield		6,941,190	.....	445	95,733
Oregon, Inc. State of Washington and Territory of Alaska.		Portland.		848,606,888	.....	544	1,877,636
Pennsylvania—1st dist.		Philadelphia.		486,028,190	.....	3,716,233	1,877,636
" "—9th dist.		Lancaster.		80,380,537	.....	8,063	738,744
" "—12th dist.		Scranton.		1,011,900	.....	.....	802,890
" "—22d dist.		Pittsburgh.		237,616,500	.....	284,160	891,890
South Carolina.		Columbia.		913,660	.....	.....	744,725
Tennessee—2d dist.		Knoxville.		1,444,963	.....	.....	744,725
" "—6th dist.		Nashville.		2,836,020	.....	898,780	972,972
Texas—3rd dist.		Austin.		5,634,230	.....	.....	8,566
" "—4th dist.		Dallas.		3,047,450	.....	.....	8,566
Virginia—2d dist.		Richmond.		70,880,913	.....	.....	15,019,729
" "—6th dist.		Lynchburg.		7,834,288	.....	58,563	10,977,729
West Virginia.		Parkersburg.		68,031,437	.....	686,300	3,016,949
Wisconsin—1st dist.		Milwaukee.		55,176,745	.....	.....	6,147,965
" "—2nd dist.		Madison.		28,990,310	.....	1,475	40,146
Total				4,066,917,438	3,183,783,130	11,627,092	235,451,805

b Including 61,500 at \$3.00 per thousand. c Including 140,870 at \$3.00 per thousand. d Including 3,000 at \$3.00 per thousand.

BAGGING AND IRON TIES.

The condition of the bagging and tie trade has remained about the same for the past season, as for several years. Prices of both articles have ranged low, and will now have to contend with free imports and the present tariff.

The manufacture of bagging shows some increase over the previous year. Iron ties, as heretofore, are mainly manufactured at other points but are sold and distributed to most of the cotton districts in connection with bagging. The stock on hand is 5,000 bundles.

RECEIPTS OF FLAX-TOW AND JUTE FOR NINE YEARS.

RECEIPTS.	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.
Flax-tow, bales	406	640	384	.....	429	603	114	1,344	2,000
Jute, bales.....	1,625	13,604	22,846	41,151	44,019	67,306	35,089	37,004	65,000

SHIPMENTS OF BAGGING FOR TEN YEARS.

SHIPMENTS.	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.
Bagging, pcs.	295,059	267,593	317,205	392,711	378,640	331,330	181,104	360,609	325,609

BAGGING MANUFACTURED.

1894.....	13,000,000	yards
1893.....	12,000,000	"
1892.....	13,000,000	"
1891.....	15,000,000	"
1890.....	12,000,000	"

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1894.....	1,000,000	yards
" 1893.....	200,000	"
" 1892.....	800,000	"
" 1891.....	50,000	"
" 1890.....	1,000,000	"

RECEIPTS BAGGING.

	Pieces.	Yards.
1894.....	1,577	78,000
1893.....	13,380	669,000
1892.....	12,433	621,000
1891.....	22,820	1,141,000
1890.....	54,508	2,725,000

LUMBER.

St. Louis is favorably located to hold her supremacy as the largest hardwood market in the world; also, a great distributing point for white pine lumber. In the first place, the Upper Mississippi, with its tributaries, makes it an easy matter to float large rafts of white pine lumber to the upper levee of the city. From the South, the Ohio, the Wabash, the Tennessee and the Cumberland, the Lower Mississippi, with its many tributaries, by steamboats and barges, freight to our door, an immense product at such rates as is satisfactory to all concerned.

Of the many railroads centering in St. Louis there is hardly one but what hauls large quantities of lumber.

No where in the wide world does there exist a single-track railroad that delivers more lumber to any city than the St. Louis, Iron Mountain & Southern Railroad delivers to St. Louis and to points beyond, and has been doing so for the past fifteen years.

Once here, the city itself, with its large number of factories manufacturing furniture, handles, well buckets, barrels, etc., and the planing mills, work for the many buildings that have been erected, and now in process of erection, packing boxes in vast quantities, is at once a large consumer. But a large bulk of the receipts before mentioned is distributed not only to nearly every point of the compass in this country, but large shipments of black walnut, hickory and oak staves are exported.

Rail receipts and shipments for the year were as follows:

	Receipts, Cars.	Shipments Cars.
Chicago & Alton Railroad (Missouri Division).....	56	271
Missouri Pacific Railroad.....	504	6,714
St. Louis & San Francisco Railroad.....	753	3,202
Wabash Railway (West).....	980	3,527
St. Louis, Kansas City & Colorado Railroad.....	5	192
Missouri, Kansas & Texas Railroad.....	41	141
St. Louis Southwestern Railroad.....	4,683	20
St. Louis, Iron Mountain & Southern Railroad.....	33,989	398
Calro Short Line.....	4,685	174
Illinois Central Railroad.....	1,005	13
Louisville & Nashville Railroad.....	1,120	290
Mobile & Ohio Railroad.....	4,975	392
Louisville, Evansville & St. Louis Railroad.....	115	180
Baltimore, Ohio & Southwestern Railroad.....	889	486
Chicago & Alton Railroad (Main Line).....	205	1,811
Chicago, Cleveland, Cincinnati & St. Louis Railroad.....	102	925
Vandalia Line.....	185	1,932
Wabash Railroad (East).....	458	1,788
Toledo, St. Louis & Kansas City Railroad.....	119	1,198
Chicago, Peoria & St. Louis Railroad.....	501	1,306
Chicago, Burlington & Quincy Railroad.....	520	2,947
St. Louis, Keokuk & Northwestern Railroad.....	1,392	2,720
St. Louis, Chicago & St. Paul Railroad.....	2	22
Total Cars.....	45,764	30,444

LUMBER.

RECEIPTS OF LUMBER, LOGS, ETC., BY RIVER, FOR 1893 AND 1894.

KIND.	1893—Feet.	1894—Feet.
White Pine Lumber from upper Mississippi river.....	82,853,776	87,338,3
Yellow " " lower " "		6,6
Ash " " " "	1,402,340	1,382,9
Poplar " " " "	5,472,378	5,764,2
Oak " " " "	1,926,805	2,202,1
Cypress " " " "	964,861	844,8
Gum " " " "	193,600	250,4
Hickory " " " "	75,000	41,2
Sycamore " " " "	190,000	90,1
Maple " " " "	16,600	7,0
Cherry " " " "	48,500	3,4
Cedar " " " "		
Mahogany " " " "		
Chestnut " " " "		
Elm " " " "	10,000	
Walnut Lumber, from lower Mississippi river and Missouri river	237,670	176,0
Cottonwood Lumber from upper Mississippi river.....	7,729,000	16,119,0
Total Receipts by River.....	101,133,730	114,227,4

RECEIPTS OF SHINGLES LATH AND PICKETS.

	Number.	Number.
Receipts of Shingles from upper Mississippi river	37,066,900	35,773,0
" Lath " " " "	27,621,750	31,354,0
" Pickets " " " "	761,840	1,503,0
Total	65,479,190	68,630,0

RECEIPTS OF LOGS BY RIVER.

1894, Superficial Feet.....	10,411,105	1890, Superficial Feet.....	10,055,000
1893, "	6,973,100	1889, "	9,793,000
1892, "	7,852,880	1888, "	8,318,000
1891, "	5,207,190	1887, "	6,278,000

TOTAL RECEIPTS OF LUMBER AND LOGS.

	1894—Feet.	1893—Feet.	1892—Feet.
Lumber by river	114,227,856	101,133,730	115,491,000
" railroad.....	549,168,000	733,164,000	745,452,000
Logs by river, about	31,000,000	21,000,000	23,000,000
Total Receipts.....	694,395,856	855,297,730	863,943,000

TOTAL RECEIPTS OF SHINGLES AND LATH BY RAIL AND RIVER.

	1894	1893	1892	1891
Shingles, pieces.....	106,782,000	148,589,800	171,942,500	73,980,000
Lath "	31,354,350	27,621,750	22,205,300	20,231,000
Shipments by rail.....				365,328,000
" " river.....				2,080,000

STATEMENT

OF DISTRIBUTION OF LUMBER MANUFACTURE ALONG THE UPPER
MISSISSIPPI FROM MINNEAPOLIS TO ST. LOUIS IN 1894.

From the CHICAGO TIMBERMAN.

LOCALITY.	Lumber, Feet, B. M.	Shingles, Number.	Lath, Number.
Minneapolis.....	491,256,798	121,322,750	93,940,125
Hastings.....	2,750,000	2,000,000	1,000,000
Red Wing.....	8,059,000	3,147,000	1,300,000
Alma.....	900,000	1,000,000	150,000
Winona.....	119,500,000	53,000,000	38,560,000
Lansing.....	15,000,000	9,000,000	3,000,000
Prarie du Chien.....	12,500,000	10,000,000	2,500,000
Guttenberg.....	14,000,000	4,700,000	2,114,000
Cassville.....	1,000,000	900,000	240,000
Dubuque.....	51,650,000	17,550,000	7,280,000
Bellevue.....	2,037,000	.....	1,076,000
Lyons.....	12,008,000	1,440,000	1,330,000
Clinton.....	101,682,000	11,239,000	13,500,000
Fulton.....	14,120,000	4,550,000	2,811,000
Moline.....	23,188,000	3,457,000	4,238,000
Davenport.....	50,500,000	7,300,000	9,100,000
Rock Island.....	84,500,000	17,174,000	21,970,000
Muscatine.....	56,000,000	11,000,000	17,000,000
Burlington.....	27,000,000	5,000,000	14,000,000
Fort Madison.....	16,000,000	12,720,000	4,800,000
Keokuk.....	10,000,000	5,000,000	2,000,000
Canton.....	4,700,000	4,521,000	2,029,000
Quincy.....	21,500,000	10,000,000	3,600,000
Hannibal.....	20,000,000	9,500,000	5,000,000
Totals.....	1,164,828,798	325,521,750	252,526,125

LUMBER MANUFACTURE, UPPER MISSISSIPPI RIVER VALLEY, 1894.

From the CHICAGO TIMBERMAN.

LOCALITY.	Lumber, Feet, B. M.	Shingles, Number.
Minneapolis.....	491,256,798	121,322,750
St. Paul to St. Louis.....	673,572,000	204,198,000
St. Croix River.....	170,440,000	62,567,000
Black River.....	157,595,000	71,040,000
Chippewa River.....	281,388,000	144,182,000
Totals.....	1,774,251,793	603,311,750

HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1894.....	118,110	1894.....	123,716
1895.....	113,116	1895.....	122,065
1896.....	123,076	1896.....	152,904
1891.....	109,040	1891.....	117,210
1890.....	86,716	1890.....	101,885
1889.....	78,301	1889.....	81,573
1888.....	68,111	1888.....	88,988
1887.....	68,972	1887.....	99,280
1886.....	60,183	1886.....	99,087
1885.....	59,629	1885.....	90,742
1884.....	63,468	1884.....	94,486
1883.....	17,574	1883.....	103,800

The following is a statement of the amount of grain used, product of spirits and tax paid, &c., of the two distilleries which operated in 1893, and three in 1894:

	1893.	1894.
Bushels of grain mashed and distilled.....	397,550	430,397
Spirits produced, gals.—Bourbon.....	46,419	69,149
Alcohol.....	533,146	433,480
Gin.....	36,658	26,771
Highwines.....	52	None.
Pure neutral or cologne spirits.....	1,069,814	1,380,598
Whisky.....	47,264	61,325
Total.....	1,763,353	2,032,323
Average yield of spirits per bushel.....	4.55 gals.	4.69 gals.
Amount of tax paid, at 90c. and *\$1.10 per gallon..	{ 2,216,598 tax gals.	{ 2,220,330 tax gals.
Alcohol withdrawn for scientific purposes free of tax	\$1,994,938.20	\$2,004,666.17
Whisky allowed by reason of leakage and evaporat'n	2,962 gals.	933 gals.
	\$2,315 "	\$2,238 "

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1893.	Dec. 31, 1894.
Bourbon.....	93,940 gals.	81,355 gals.
Alcohol.....	32,911 "	586 "
Gin.....	1,889 "	None.
Pure neutral or cologne spirits.....	33,381 "	6,475 "
Whisky.....	194,900 "	47,306 "
Total.....	335,521 "	135,722 "

SPIRITS RECTIFIED OR COMPOUNDED.

1894.....	2,932,860 23 gals.	1899.....	3,257,364.18 gals.
1893.....	3,182,027.00 "	1898.....	2,184,546.82 "
1892.....	3,357,411.72 "	1897.....	2,109,342.16 "
1891.....	3,292,452.37 "	1896.....	2,455,667.09 "
1890.....	3,153,456.98 "	1895.....	2,546,126.77 "

Total number of gallons gauged in three years by U. S. Gaugers:

1894.....	5,770,544.87 gals.	1893.....	4,885,070.00 gals.	1892.....	5,837,362.50 gals.
-----------	--------------------	-----------	--------------------	-----------	--------------------

Total number of wholesale liquor dealers' stamps issued on change of package:

1894.....	19,802	1893.....	21,169	1892.....	26,618
-----------	--------	-----------	--------	-----------	--------

* Ninety cents from Jan. 1 to Aug. 27, 1894; \$1.10 from Aug. 28 to Dec. 31, 1894.

NAVAL STORES.

	Tanks.	Bbls.		Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch.
1894	156	1597	=	17,314	57,456	82,080 ...	8,170
1893				15,679	44,870	51,375	12,048
1892				19,890	53,738	76,947	10,218
1891 .				19,470	56,322	75,322	5,679
1890				15,686	48,900	68,699 ...	5,157
1889				18,900 ...	49,397	69,300	4,167
1888				17,622	47,052	68,250	5,516
1887				18,262 . . .	45,231	66,200	8,675
1886				18,912	33,742	72,000 . . .	5,095
1885				13,125	48,278	66,860	7,343
1884				9,846	36,357 ....	.....	5,818
1883				12,286	40,010 ....	.....	5,779
1882				13,994	36,882 ....	.....	8,796
1881				5,045	41,717 ....	.....	6,293
1880 .				8,076	48,148 ....	.....	4,544

The sales of turpentine and rosin have increased largely this year, notwithstanding the dull times, which shows that the large manufacturers are increasing their capacity, and that St. Louis is steadily reaching out and securing business in the soap line which it has never had before, and a larger increase is looked for next year.

PIG LEAD.

Reported by JOHN WAHL COMMISSION CO.

The year 1894 has been rather eventful in the annals of the pig lead trade, chronicling as it has the line of demarkation from the protective tariff on lead imported from 1½c. per pound, as heretofore existing, to a tariff of ¾c. per pound since the passage of the Wilson bill. In addition to this, manufacturers of American pig lead were considerably surprised at the late Treasury regulations regarding the working of the Mexican silver lead bullion in bond.

This ruling has made it possible for lead manufactured out of Mexican bullion, and heretofore exported, to be sold in this country.

To these two important transpiring features may be attributed the low prices of lead during the past year.

At the beginning of the year lead sold round about \$3.10; the highest price was reached during August, when as high as \$3.35 was realized. The year closes with lead obtainable at \$2.77½, which is practically the lowest price recorded in American history.

WHITE LEAD.

St. Louis is one of the largest white lead manufacturing centres in the world, and its popular brands of Collier, Southern and Red Seal are favorably known everywhere. Probably one-third of the white lead consumed in the United States is made in this city, there being three very large factories which are kept constantly in operation. Owing to its geographical position, it is advantageously situated for the manufacture of this commodity and the distribution of the manufactured product.

Some of the factories have been located here for nearly half a century, and the brands manufactured by them are recognized throughout the country for their purity and general excellence, and are sold from the Pacific to the Atlantic coast, from Manitoba to the Gulf.

The volume of trade for 1894 compares favorably with previous years notwithstanding the general depression in business.

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

Year.	Receipts	Shipm'ts.	Year.	Receipts	Shipm'ts.
1891.....	1,436,229	1,064,290	1890.....	764,887	495,086
1896.....	1,848,844	965,411	1879.....	817,694	408,128
1892.....	1,526,484	1,070,638	1878.....	764,887	528,884
1891.....	1,738,977	984,477	1877.....	790,028	478,881
1890.....	1,756,850	1,057,436	1876.....	665,587	404,800
1889.....	2,018,488	1,436,067	1875.....	578,202	320,968
1888.....	1,853,781	1,233,819	1874.....	479,448	318,538
1887.....	1,448,064	766,807	1873.....	356,087	216,040
1886.....	1,188,864	661,644	1872.....	236,799	68,882
1885.....	1,110,788	687,710	1871.....	329,981	50,680
1884.....	1,044,012	626,386	1870.....	287,089	67,674
1883.....	1,114,235	652,830	1869.....	226,808	57,281
1882.....	1,197,836	687,219	1868.....	185,828	40,856
1881.....	926,406	625,266			

SOURCES OF SUPPLY OF PIG LEAD FOR FIVE YEARS.

RECEIVED BY	1894.	1893.	1892.	1891.	1890.
Chicago & Alton R. R. (Mo. Div.).....	16,111	128,585	46,681	17,747	61,262
Missouri Pac. R. R.....	309,466	800,290	596,647	729,410	637,578
St. Louis & San Francisco R. R.....	224,696	354,260	346,284	379,093	261,050
Wabash Railway.....	218,863	103,952	112,816	9,413	56,685
St. Louis & Iron Mountain R. R.....	84,498	228,836	396,225	499,347	509,616
Missouri, Kansas & Texas R. R.....					
Cairo Short Line.....					
Louisville & Nashville.....	68	199	31	48	72
Chicago & Alton R. R. (Main Div.).....		7,076	1,534	4,091	702
C. O. C. & St. Louis R. R.....				15	160
Toledo, St. Louis & K. C. Railway.....			240	4,477	4,864
Ohio & Mississippi R. R.....				42	
Vandalia R. R.....	594	50	839		
Wabash Railway.....			900	300	
Mobile & Ohio R. R.....				400	
Chicago, Peoria & St. Louis R. R.....	43		36	21	
Chicago, Burlington & Quincy R. R.....					7,525
Keokuk & St. Louis R. R.....	214,849	56,796	21,606	80,830	166,443
Upper Mississippi River boats.....					160
Lower Mississippi River boats.....	374,841	169,570			160
Wagons.....			8,945	14,748	61,788
Total pigs.....	1,468,229	1,348,544	1,526,484	1,739,977	1,756,850

SHIPMENTS OF WHITE LEAD.

POUNDS.	POUNDS.	POUNDS.
1893.....34,068,067	1887.....34,267,439	1891.....36,932,908
1894.....32,758,842	1888.....39,185,840	1892.....36,968,937
1895.....29,161,376	1889.....31,221,765	1893.....37,411,868
1896.....21,228,316	1890.....36,750,065	1894.....33,660,976

MONTHLY PRICES OF REFINED LEAD.*

	1894.	1893.	1892.	1891.
January.....	\$ 00 @ \$ 05	\$ 55 @ \$ 65	\$ 87½ @ \$ 00	\$ 87½ @ \$ 97½
February.....	\$ 00	\$ 65	\$ 85	\$ 87½
March.....	\$ 02½	\$ 25	\$ 85	\$ 80
April.....	\$ 16	\$ 25	\$ 80	\$ 96
May.....	\$ 10	\$ 20	\$ 82½	\$ 60
June.....	\$ 02½	\$ 15	\$ 67½	\$ 15
July.....	\$ 10	\$ 30	\$ 40	\$ 06
August.....	\$ 20	\$ 35	\$ 29½	\$ 47½
September.....	\$ 22½	\$ 10	\$ 75	\$ 80
October.....	\$ 20	\$ 25	\$ 50	\$ 50
November.....	\$ 20	\$ 25	\$ 15	\$ 25
December.....	\$ 25	\$ 22½	\$ 20	\$ 20

* Soft Missouri and Desilverized. [Chemical Hard on East side usually 5 cents per 100 higher.]

WOOL.

The receipts of wool for the past year show a very large increase over 1893, and nearly equal in amount the receipts of 1892, which were the largest ever received in this market.

Funsten Bros. & Co. give the following review of the trade:

In the early history of the wool industry of this country the Eastern cities controlled the wool business, due to the fact that 98 per cent of the wool clip was grown east of the Mississippi, but we find by the Government report that in 1890 sixty-nine per cent of the wool raised in the United States was clipped from sheep west of the Mississippi. The proximity of this city to the wool-growing sections gives St. Louis the advantage of being a central market, not alone to the wool grower but also to the Western manufacturers. The annual wool clip of the United States amounts to 360,000,000 pounds, of this 250,000,000 pounds are grown in the West, tributary and adjacent to the city of St. Louis but only one-tenth part of it is marketed here. It is true that the principal mills are located in the East, and that a large portion of this wool eventually has to go there, but St. Louis can be made the distributing point. Although the growth of the wool business has not been as great as it might and should have been, its future is bright, and the advantages of a central market are being appreciated by the wool grower and our market is gaining in popularity.

HIDES.

From the SHOE AND LEATHER GAZETTE.

The volume of trade has been larger than that of 1893, shipments showing an increase of 7,021,390 pounds, and receipts a gain of 1,445,104 pounds. As the year closed a scarcity of stock was claimed which better satisfied the trade. The whole year, however, was a poor one, low prices having a very depressing effect, notwithstanding the larger business done.

RECEIPTS AND SHIPMENTS FOR FIFTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1884.....	24,861,455	24,430,971	46,456,970	68,542,869
1885.....	15,024,436	15,728,165	45,011,866	61,522,479
1886.....	25,350,680	37,450,379	38,413,854	47,596,304
1887.....	21,976,954	21,444,553	84,744,949	89,487,732
1888.....	20,540,508	23,328,444	28,245,828	38,838,760
1889.....	21,014,920	18,239,336	29,732,042	36,445,088
1890.....	19,626,629	21,463,966	31,814,049	40,306,541
1891.....	17,247,186	17,392,868	26,175,973	31,476,338
1892.....	18,568,614	17,325,630	19,978,698	23,407,160
1893.....	21,188,031	25,145,815	20,864,638	25,386,095
1894.....	12,391,806	17,685,858	16,306,415	21,797,734
1895.....	18,868,739	20,908,974	17,455,244	30,306,330
1896.....	16,019,836	14,845,897	22,185,538	26,744,094
1897.....	11,198,373	9,817,534	20,079,814	28,088,636
1898.....	12,387,089	10,492,524	18,436,253	24,114,539

RECEIPTS OF PELTRIES AND FURS.

BUNDLES.		BUNDLES.	
1884.....	87,038	1884.....	15,459
1885.....	96,336	1885.....	15,591
1886.....	101,442	1886.....	18,069
1887.....	135,626	1887.....	16,115
1888.....	78,388	1888.....	12,073
1889.....	43,316	1889.....	10,683
1890.....	45,333	1890.....	10,439
1891.....	22,048	1891.....	12,896
1892.....	18,889	1892.....	14,806
1893.....	17,474		

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1887.....	57,778	1891.....	92,355
1888.....	60,889	1892.....	98,896
1889.....	78,108	1893.....	108,082
1890.....	84,464	1894.....	89,583

HAY.

Reported by THE ST. LOUIS HAY EXCHANGE.

The amount of hay handled here during 1894 shows a very satisfactory increase over any previous year, and yet during the past six months we have been compelled to draw largely from a section of country that under ordinary conditions is not tributary to this market.

The crop west of the river was very short, in many localities almost a complete failure; hence the movement from the West and Northwest has been far below that of ordinary crop years, the larger portion of the receipts coming from the East, with quite a fair amount from the South and Southwest.

Till a new crop is ready for use we will have to depend largely upon points even farther East probably, and this may give our market a higher range of values for the balance of the crop year.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1894.....	159,969.....	41,238.....
1893.....	141,238.....	30,096.....
1892.....	131,148.....	31,073.....
1891.....	141,898.....	33,363.....
1890.....	114,092.....	40,347.....
1889.....	116,346.....	52,522.....
1888.....	107,884.....	34,685.....
1887.....	85,394.....	23,861.....
1886.....	85,078.....	30,006.....
1885.....	97,975.....	33,836.....
1884.....	78,798.....	25,273.....
1883.....	32,540.....	23,433.....

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1894	248,830	60,787	620,500	238,404	8,628	22,960
1893	241,189	80,136	354,020	195,481	16,759	96,680
1892	230,487	48,963	473,900	220,220	38,268	249,923
1891	281,671	42,478	328,440	316,679	26,808	168,015
1890	236,189	33,840	168,080	346,691	25,578	70,680
1889	236,068	21,816	204,080	329,359	8,323	44,800
1888	230,110	21,849	254,700	258,410	22,821	137,680
1887	294,676	32,090	320,480	297,126	9,474	122,319
1886	400,338	51,992	247,160	396,487	11,658	66,994
1885	397,737	46,831	548,700	309,571	8,987	845,253
1884	436,440	58,237	496,800	318,963	13,246	238,020
1883	336,175	57,951	633,730	326,237	14,547	457,593
1882	297,423	42,750	288,390	291,136	16,519	245,071
1881	228,943	73,289	314,730	318,135	25,197	182,352
1880	313,379	61,843	333,968	339,163	21,638	.....
1879	244,966	78,345	439,788	221,666	21,891	.....
1878	371,521	178,781	.....	218,997	32,049	.....
1877	302,377	104,406	.....	184,634	25,519	.....
1876	242,153	14,850	.....	196,983	39,900	.....
1875	246,193	96,680	.....	219,103	30,381	.....
1874	201,208	136,165	.....	205,442	40,119	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1894.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Bush. In Bulk.	Sacks.	Bbls.	Bush. In Bulk.
Chicago & Alton R.R. (Mo. Div.)	15	.....	560	.....	5,420	560
Missouri Pacific Railroad	2,243	1,377	146,160	638	19,580	10,080
St. L. & San Francisco Railroad	133	.....	.....	.....	82,407	.....
Wabash Railroad (West)	.....	.....	2,800	4,180	35,500	5,040
St. L., K.C. & Colorado R.R.	.....	.....	.....	.....	900	.....
Mo., Kansas & Texas R. R.	.....	.....	560	.....	9,534	.....
St. Louis Southwestern R.R.	.....	.....	.....	280	1,934	.....
St. L., Iron Mountain & So. R. R.	.....	88	13,440	689	39,971	.....
St. L., A. & T. H. R. R. (Cairo Short Line)	.....	500	.....	1,459	82,426	.....
Illinois Central R. R.	1,485	.....	6,160	965	30,316	.....
Louisville & Nashville R.R.	800	200	.....	.....	1,044	.....
Mobile & Ohio R. R.	.....	100	.....	106	7,081	.....
L., B. & St. Louis R. R.	.....	.....	.....	180	3,160	560
Baltimore & Ohio S.-W. R. R.	350	8,163	2,500	.....	2,001	.....
Chicago & Alton R.R.	200	671	560	.....	299	.....
C., C. C. & St. Louis	5,501	73,612	270,480	6	845	.....
Vandalia & Terre Haute R.R.	262	11,967	12,320	1	280	8,920
Wabash Railroad (East)	600	99,401	132,180	.....	449	2,240
Toledo, St. Louis & Kas. City R. R.	21,945	67,680	32,480	.....	.....	.....
Chicago, Peoria & St. Louis R. R.	.....	.....	.....	.....	4	.....
Chicago, Burlington & Quincy R.R.	.....	180	.....	.....	210	.....
Rocky & St. Louis R. R.	.....	.....	.....	.....	454	560
St. L., Chicago & St. Paul R. R.	.....	.....	.....	.....	.....	.....
Upper Mississippi river boats	.....	50	.....	127	15,059	.....
Lower " " "	4,119	.....	.....	
Illinois river boats	.....	.....	.....
Missouri " "	.....	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....
Total	60,737	248,830	620,500	8,628	238,404	22,960

BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks. & bls.
1894.....	2,281	21,450	87,574	.....	.....	88,211
1893.....	1,370	22,600	62,318	.....	.....	73,331
1892.....	4,899	22,950	47,188	.....	1,263	71,991
1891.....	6,246	138,950	46,840	.....	23,221	78,229
1890.....	2,240	160,600	58,686	.....	19,000	80,181
1889.....	3,850	119,900	83,333	.....	865	87,121
1888.....	4,875	106,500	87,524	.....	3,536	97,161
1887.....	5,786	149,000	71,978	.....	8,777	66,901
1886.....	23,545	217,600	45,420	.....	9,636	66,231
1885.....	16,592	53,000	57,173	.....	247	56,041
1884.....	3,969	44,000	38,766	.....	708	56,231
1883.....	4,542	102,500	89,592	.....	992	32,041
1882.....	6,435	264,250	94,184	.....	665	34,061
1881.....	18,324	174,000	49,847	21,141	51,515	33,061
1880.....	9,067	285,000	26,863	9,135	22,500	17,911
1879.....	5,619	499,650	34,008	1,888	48,064	16,961
1878.....	18,876	239,500	14,846	2,907	23,435	12,961
1877.....	79,123	.....	17,074	25,574	.....	12,961
1876.....	69,133	.....	13,033	23,723	.....	11,971
1875.....	109,199	.....	17,585	36,509	.....	21,771
1874.....	35,237	.....	13,241	10,903	.....	23,961

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1894.

Small lots sold 5 @ 10 cents less.

January.....	\$1 25 @ 1 30	July.....	\$1 25 @ 1 25
February.....	1 30 1 45	August.....	1 22 1 22
March.....	1 50	September.....	1 25
April.....	1 50	October.....	1 25
May.....	1 50	November.....	1 25
June.....	1 25	December.....	1 25

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-TWO YEARS.

YEARS.	POTATOES.						ONIONS.					
	RECEIPTS.			SHIPMENTS.			RECEIPTS.			SHIPMENTS.		
	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.
1894..	165,674	893,500	1,059,174	343,521	209,490	1,343,033	58,603	156,000	91	.....	.....	.....
1893..	133,648	1,243,250	1,643,314	346,107	457,246	1,493,567	87,105	141,150	116	.....	.....	.....
1892..	131,247	1,283,940	1,696,641	348,796	438,173	1,499,568	99,418	138,500	140	.....	.....	.....
1891..	139,829	1,417,150	1,532,137	262,681	539,531	1,327,444	67,728	250,000	130	.....	.....	.....
1890..	121,773	1,111,600	1,476,919	338,767	377,178	1,379,479	53,613	108,500	87	.....	.....	.....
1889..	98,378	687,800	992,919	453,446	731,901	2,092,239	65,492	125,500	191	.....	.....	.....
1888..	170,781	707,150	1,219,493	396,083	234,537	1,422,786	86,674	77,400	99	.....	.....	.....
1887..	167,412	799,400	1,301,636	372,405	194,403	1,311,818	70,407	51,000	99	.....	.....	.....
1886..	113,700	471,850	812,960	539,633	180,645	1,789,544	33,732	134,500	73	.....	.....	.....
1885..	109,796	691,750	1,021,106	545,812	123,007	1,758,943	89,143	48,450	73	.....	.....	.....
1884..	158,857	709,273	1,176,846	274,112	128,009	1,020,345	108,961	45,100	78	.....	.....	.....
1883..	206,397	839,700	1,478,891	322,940	97,577	1,066,897	75,158	71,500	98	.....	.....	.....
1882..	194,639	754,450	1,348,867	330,121	182,181	1,142,344	63,987	77,000	71	.....	.....	.....
1881..	190,312	807,818	1,378,754	219,644	44,129	702,061	57,678	25,000	48	.....	.....	.....
1880..	142,424	374,150	801,422	230,485	84,984	836,379	72,671	.....	43	.....	.....	.....
1879..	153,499	496,550	963,047	239,914	.....	750,963	60,666	.....	43	.....	.....	.....
1878..	108,575	276,950	548,588	154,079	161,159	546,356	68,238	.....	39	.....	.....	.....
1877..	134,003	419,900	753,907	190,842	.....	477,105	63,236	.....	43	.....	.....	.....
1876..	117,050	331,800	694,425	167,094	.....	477,785	51,269	.....	34	.....	.....	.....
1875..	190,864	444,340	936,500	223,845	.....	559,310	46,320	.....	32	.....	.....	.....
1874..	173,281	444,862	878,062	134,963	.....	837,408	38,813	.....	30	.....	.....	.....
1873..	117,781	450,965	745,279	153,893	.....	884,783	22,556	.....	26	.....	.....	.....

No account is taken of Potatoes hauled in wagons, which would probably swell receipts one-half.

DRIED FRUITS.

From the INTERSTATE GROCER.

The receipts were 99,405 packages. The past season has been, in many respects, the most peculiar one ever known to the dried fruit trade of this city. Owing to the practically complete failure of the apple and peach crop, nothing whatever was dried in the section tributary to St. Louis, and the country merchants have been large buyers of dried fruit, of which they usually have a surplus for shipment. These conditions have helped the St. Louis jobbers in giving them much larger demand for dried fruits, and in all probability the St. Louis grocers have handled more dried fruit in an equal length of time than they have ever done before. Trade is also expected to continue heavy until the new crop. The conditions, however, that have helped the grocers have been a serious drawback to the regular dealers, as their supplies, being cut off, they were not in as good position as usual to supply the more distant trade. Notwithstanding the large volume of business, there has not been the proper snap to the trade, the very low prices only seeming to encourage the buyers to try to purchase for still less. It is expected that an improvement will take place in this respect, and many encouraging factors are already becoming apparent.

RECEIPTS AND SHIPMENTS OF DRIED FRUITS.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS. Sks. and Bbls
4.....	99,405	219,062
3.....	155,015	200,338
2.....	150,766	218,485
1.....	128,932	182,997
0.....	150,917	212,330
0.....	125,733	216,801

SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS.	1894.			1893.			1892.			1891.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	1,847	431,850	.....	1,646	389,600	.....	6,714	750,500	.....	5,718	747,300	.....
Other ..	59,674	.....	.....	48,802	.....	.....	56,496	.....	.....	39,718	.....	.....
Cotton ..	.....	.....	3,993	.....	.....	90	.....	.....	3,436	.....	.....	12,4

Shipment of Flaxseed for 1885, 8,608 sacks and 83,407 bushels.

"	"	"	1886, 3,165	"	"	50,163	"
"	"	"	1887, 4,035	"	"	33,768	"
"	"	"	1888, 6,154	"	"	45,975	"
"	"	"	1889, 2,625	"	"	340,285	"
"	"	"	1890, 518	"	"	700,190	"
"	"	"	1891, 712	"	"	120,011	"
"	"	"	1892, ...	"	"	161,248	"
"	"	"	1893, ...	"	"	156,557	"
"	"	"	1894, ...	"	"	225,203	"

St. Louis is a prominent market for Flaxseed, a large proportion of the crop of the West being consumed in our mills. In the line of Grass Seeds, while this is not as prominent a market as some others, a large amount of seed is received here.

FLAXSEED.

Monthly range in price of Prime in car lots (small lots sold at 2 and 3c less) for three years.

	1894.		1893.		1892.	
January.....	1 12	@1 32	1 08	@1 14	90	@....
February.....	1 35		1 14	1 21½	90½	94
March.....	1 28	1 38	1 21	1 14½	94	@97 @95½
April.....	1 15	1 30	1 14	1 07	95	96½
May.....	1 18	1 25	1 07	1 00	95½	1 02½
June.....	1 12	1 15½	1 00	nom	1 00	97
July.....	1 14	1 22	1 05	1 00	97	95
August.....	1 19	1 25	80	95	95	98
September.....	1 20	1 46	92	1 03	98	1 05½
October.....	1 40	1 44	1 02½	98	1 03	1 08
November.....	1 37½	1 43	99	1 09	1 08	1 05
December.....	1 38	1 40	1 15	1 23	1 06	1 08 b

GREEN APPLES.

RECEIPTS AND SHIPMENTS FOR SEVEN YEARS.

RECEIPTS—BBL'S.							SHIPMENTS—BBL'S.						
1894.	1893.	1892.	1891.	1890.	1889.	1888.	1894.	1893.	1892.	1891.	1890.	1889.	1888.
359,961	157,476	157,476	202,353	500,460	290,266	213,772	217,374	68,544	128,655	96,478	454,111	318,280	138,280

Large quantities of Apples are brought in by wagons, of which no data can be obtained.

CHEESE, BUTTER AND EGGS.

From the INTERSTATE GROCER.

CHEESE.

The stock of cheese in St. Louis on January 1, 1895, was estimated at 500 boxes, as compared to 4,000 boxes at the corresponding time 1894, 5,000 boxes in 1893 and 5,900 boxes in 1892. The price on fine full cream stock was 11 cents on the first day of the present year, against 14 cents the year before. The spring trade started out in a healthy condition, all the old stock having been cleaned up before the new make commenced to come to market, and for a time everything pointed to a large summer's make, which it was hoped would hold prices down to a point in keeping with other products, thus admitting of a liberal assumptive demand. But in the middle of the summer a severe drought prevailed throughout the entire cheese-producing territory of the United States and Canada. This stimulated speculation, which quickly ran prices up to a point where the consumption was largely curtailed.

The annual compilation of stocks of cheese at all distributing points in the United States, Canada and Great Britain, on January 1, gives a total of 873,178 boxes on hand, against 684,967 boxes for the same time in 1894, 907,436 in 1893, and 837,198 in 1892. These figures are somewhat larger than generally expected, the largest increase being in the quantity held in Canada, which was 90,000 boxes larger than in 1894, and 10,000 boxes more than in 1893.

The receipts at St. Louis were 437,618 boxes, against 353,290 boxes in 1893, and are the largest on record. Shipments increased from 160,188 boxes in 1893 to 192,567 boxes in 1894.

BUTTER.

The butter business of the year also shows an increase from 12,575,298 pounds in 1893 to 14,138,544 pounds in 1894.

EGGS.

St. Louis is a prominent point in the egg trade of the West, supplying not only the city trade, but shipping large quantities to Eastern markets.

Receipts for the year were 598,773 packages, a fair increase over 1890.

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1894.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipments, boxes.
Chicago & Alton R.R. (Mo. Div.)	106,285	450	2,283	2,283
Missouri Pacific R.R.	2,460,690	4,685	293	6
St. L. & San Francisco R.R.	29,685	1,094	35	31
Wabash Railway, (West)	189,545	59,453	304	6
St. L. Kas. City & Colo R. R.				
Missouri, Kansas & Texas R. R.	1,700	10,870		1
St. Louis, S. W. R. R.		70,235		10
St. L. Iron Moun. & South'n R. R.	14,090	1,788,980	493	90
St. L., A. & T. H. R.R. (Cairo Short Line)	147,240	18,420		7
Illinois Central R. R.	1,500	752,815	76	2
Louisville & Nashville R.R.	8,960	59,947	46	1
Mobile & Ohio R.R.	175,640	162,510		18
Louisville, Evansville & St. Louis R. R.	40,780	880		
Baltimore & Ohio S.-W. R. R.	1,960	124,995		2
Chicago & Alton R.R.	639,585	1,600	6,198	
Cleveland, Cin., Chicago & St. Louis	1,000	864,770	2,906	1
Vandalia & Terre Haute R. R.	1,168,210	47,995	9,623	1
Wabash Railway (East)	6,009,600	1,625,711	417,865	2
Toledo, St. Louis & Kansas City R.R.				
Chicago, Peoria & St. Louis R. R.	225	5,335	14	
Chicago, Burlington & Quincy R.R.	678,835	400	158	
Keokuk & St. Louis R.R.	176,745	65	59	
St. Louis, Chicago & St. Paul R. R.				
Upper Mississippi River	8,550		31	
Lower Mississippi River	115,000			
Illinois River	600	84,705		5
Missouri River	4,440		25	
Ohio, Cumberland and Tennessee	300			
Express	1,584,989			
Total, 1894	lbs. 14,188,544	5,135,055	437,618	192
" 1893	13,576,398	4,895,308	353,290	160
" 1892	13,401,788	4,964,160	234,661	212
" 1891	13,791,258	6,875,776	138,265	165
" 1890	13,661,924	4,446,799	170,495	109
" 1889	12,823,101	4,622,378	185,414	138
" 1888	11,109,783	3,375,586	139,014	145
" 1887	9,334,043	2,221,570	109,767	106
" 1886	8,605,230	2,567,238	138,883	99

RECEIPTS AND SHIPMENTS OF EGGS.

	RECEIPTS.	SHIPMENTS.
1894, Packages	598,773	317
1893, "	569,359	292
1892, "	469,216	174
1891, "	501,313	271

CANDIES.

St. Louis is one of the greatest candy markets in the United States. There are at present in operation seven large manufactories, employing on the average altogether about 800 hands, and paying in wages \$250,000 per annum. The yearly output has been estimated at 30,000,000 pounds, valued at \$2,500,000.

The trade extends over a territory comprising from thirty to thirty-five States, east to New York and the Atlantic coast States, north to the British line, south to the Gulf, and west to California and Oregon.

The long existing prejudice of Eastern buyers against making purchases West, in this line as well as in others, has, by the energy and genius of our manufacturers, been entirely overcome, and the trade with Eastern jobbers has become one of the most important branches of the business.

There are in St. Louis some of the most expensive and complete machinery plants for the manufacture of candy that can be found anywhere in this country. Every new device that promises success is eagerly taken up. St. Louis and progress have become synonymous terms among confectioners in the United States. West of the Alleghenies St. Louis is viewed as the standard.

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES FOR 1894.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Ale and Beer.....packages.....	.....	217,87
Barbed Wire.....pounds.....	18,796,930	69,883,18
Beef.....barrels and tierces.....	1,614	1,8
Fresh Beef.....pounds.....	64,612,340	196,059,3
Boots and Shoes.....cases.....	783,703	704,1
Cordage and Rope.....coils.....	126,216	.....
Cement.....sacks.....	535,460	.....
“.....barrels.....	241,807	.....
Cotton Seed Meal.....tons.....	11,628	14,1
Cranberries.....barrels.....	4,718	.....
Candles.....boxes.....	.....	114,1
Eggs.....packages.....	598,773	317,2
Fish.....“.....	129,721	.....
Fertilizer.....tons.....	.....	40,5
Hops.....bales.....	5,651	.....
Iron and Steel.....tons.....	97,718	.....
Leather.....rolls.....	89,583	.....
Malt.....sacks.....	5,645	151,4
Nails.....kegs.....	522,678	552,8
Oils.....barrels.....	41,679	.....
“.....tanks.....	8,761	.....
Oil Cake.....tons.....	.....	4
Oranges and Lemons.....packages.....	568,762	.....
Ore, Iron.....tons.....	14,396	5,8
“ Zinc.....“.....	38,613	17,9
Pig Iron.....“.....	75,162	37,2
Railroad Iron.....“.....	47,780	.....
Staves.....M.....	1,055	.....
“.....cars.....	5,287	.....
Soap.....boxes.....	.....	643
Tallow.....pounds.....	14,022,950	4,004
Tin.....boxes.....	33,303	.....
Wines and Liquors.....barrels.....	15,775	.....
“ „ “.....boxes and cases...	23,905	.....
Zinc and Spelter.....slabs.....	.....	1,273

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS AND STOCK DRIVEN IN 1894.

By Railroad, River, etc.	Apples, bbls.	Bag- ging, pos.	Barley.		Butter, lbs.	Beans, sks. & bbls.	Barbed Wire, lbs.	Beef, bbls. & tea.	Fresh Beef, lbs.	Boots & Shoes, cases.	Hran and Shipstuf.	
			Sacks.	Bushels.							Sacks.	Cars in blk.
Chicago & Alton R.R., Mo. Div.	27,824				106,925				41,040,440	1,903	9,225	4
Missouri Pacific R.R.	127,733			1,600	2,460,690	30		1,560	17,613,800	14,442	121,567	379
St. Louis & San Francisco R.R.	1,835			750	29,635	2,431					19,180	11
Wabash R.R. (West)	62,809			62,250	182,545	2,186			3,602,700	1,697	17,605	16
St. Louis, Kansas City & Col. R.R.												
Missouri, Kansas & Texas R.R.	4,950				1,700	630				58		
St. Louis Southwestern Ry.										125		
St. Louis Iron Mount. & Southern R.R.	167	100			14,030	748				3,882		1
St. L. A. & T. H. R.R. (Cairo Short L.)	31		50		147,240					2,162	89,460	38
Illinois Central R.R.	128	54			1,500					4,807	700	
Louisville & Nashville R.R.	198				3,400	379				4,890	600	6
Mobile & Ohio					175,640	730				329	69,385	
Louisville, Evansville & St. L. R.R.					40,780	110				10,507	33,215	13
Balt. & Ohio S. W. R.R.	1,642				1,950	383				15,236		
Chicago & Alton	4,424	787		15,000	638,585	10,201			1,297,400	12,601	1,355	
C. & C. & St. Louis	6,533	628			1,000	1,038		54		609,652		
Vandalia & Terre Haute	4,613				1,168,210	16,755			25,000	51,079	1,200	1
Wabash R.R. (East)	12,450	8	50	37,500	6,099,600					506		
Tol. St. Louis & K. C. R.R.	10,612									290		
Chicago, Peoria & St. Louis R.R.	450			1,430,800	225	73	81,300			506	215	
Chi. Bur. & Quincy R.R.	550			254,750	673,835	100	275,500			89		
Keokuk & St. Louis R.R.	75,427			289,500	176,745	1,326			1,033,000		17,160	6
St. Louis, Chicago & St. P. R.R.	10											
Upper Mississippi River	8,781				8,550	21					510	
Lower	64		412		115,000	380					90	
Illinois	7,654				4,440	3					8,293	
Missouri	967		83		4,400	26					412	
Ohio, Cumb. & Tenn. Rivers												
Express					1,584,939							
Total	359,361	1,577	596	2,062,050	14,138,544	37,574	18,796,930	1,614	64,612,340	783,703	390,111	480

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

By Railroad, River, etc.	Cordage, and Rope colls.	Cattle, head.	Castor Beans.		Cement,		Cheese, boxes.
			Sacks.	Bu. blk.	Sacks.	bbbls.	
Chicago & Alton R. R., Mo. Div.	.....	7,990	.....	.....	800	.....	.....
Missouri Pacific R. R.	.....	61,006	.....	6,060	164,190	2,675	592
St. L. & San Francisco R. R.	.....	167,001	20	8,800	8,800	.....	35
Wabash R. R. (West).	.....	90,719	.....	.....	800	3,675	804
St. Louis, Kansas City & Colo. R. R.	.....	894	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	.....	201,915	22	.....	880	.....	.....
St. Louis Southwestern Ry.	.....	349	.....	.....	.....	.....	.....
St. L., Iron Mountain & South'n R. R.	.....	177,169	14	.....	8,255	13,400	493
St. L., A. & T. H. R. R. (Calro Short Line).	.....	17,168	.....	3,860	.....	4,145	78
Illinois Central R. R.	.....	.....	.....	.....	19,480	23,285	46
Louisville & Nashville R. R.	883	8,633	.....	.....	.....	.....	.....
Mobile & Ohio	.....	8,633	.....	.....	.....	.....	.....
Louisville, Evansville & St. Louis R. R.	.....	1,376	30	3,860	190,070	26,477	.....
Balt. & Ohio S. W. R. R.	6,440	1,386	.....	.....	14,790	10,496	.....
Chicago & Alton	.....	5,351	.....	.....	14,765	10,290	6,198
Cleveland, Cin., Chi. & St. Louis R. R.	48,633	8,87	1,651	.....	16,875	11,314	2,906
Vandalia & Terre Haute R. R.	54,722	2,807	607	550	62,666	38,320	9,623
Wabash R. R. (East).	3,745	.....	.....	.....	.....	7,890	417,865
Tol., St. Louis & K. C. R. R.	7,677	485	.....	.....	610	11,507	.....
Chicago, Peoria & St. Louis R. R.	1,012	600	.....	.....	62,209	990	14
Chi., Bur. & Quincy R. R.	1,746	2,863	.....	.....	183	183	166
Keokuk & St. Louis R. R.	.....	12,183	.....	3,830	690	200	62
St. Louis, Chicago & St. Paul R. R.	.....	86	.....	.....	.....	.....	.....
Upper Mississippi River	.....	2,790	.....	.....	.....	.....	.....
Lower	.....	7,243	.....	.....	.....	.....	.....
Illinois	.....	1,070	27	.....	.....	77,181	31
Missouri	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers.	.....	196	.....	.....	.....	.....	25
Driven	.....	265	.....	.....	.....	.....	.....
.....	.....	10,814	.....	.....	.....	.....	.....
Total.....	126,216	773,571	2,281	21,450	585,460	241,307	457,818

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

THE CITY OF ST. LOUIS.

261

By Railroad, River, etc.	Coffee, sacks.	CORN.		Commercial bbls.	COTTON.		Cotton Seed, tons.
		Sacks.	Bushels.		Local. bales.	Through. bales.	
Chicago & Alton R.R., Mo. Div.	33	15,056	363,300	71,605	66	601	.....
Missouri Pacific R.R.	.....	.....	8,521,150	60	6,354	.....	90
St. L. & San Francisco R.R.	650	10,062	98,760	.....	966	68,384	.....
Wabash R.R. (West)	13,492	130	1,024,750	.....	.....	.....	.....
St. L. Kansas City and Colo. R.R.	.....	.....	7,700	.....	.....	187,012	.....
Missouri, Kansas & Texas R.R.	2.5	16,802	189,700	.....	.....	12,058	270
St. Louis Southern Ry.	.....	.....	.....	.....	30,757	84,887	3,615
St. L. Iron Mountain & Southern R.R.	9,864	3,376	230,300	.....	1,440	259,127	18
St. L. A. & T. H. R.R. (airo short line.)	81	.....	22,400	.....	1,995	11,472	.....
Illinois Central R.R.	14,528	.....	.....	.....	347	1	.....
Louisville & Nashville R.R.	1,766	1,048	15,400	1,650	10,845	125,527	.....
Mobile & Ohio R.R.	7,606	.....	9,800	.....	.....	.....	.....
Louisville, Evansville & St. L. R.R.	2,181	70	16,100	3,210	.....	.....	.....
Chicago & Alton R.R.	39,040	.....	65,100	.....	.....	.....	.....
Balt. & Ohio St. W. R.	5,267	.....	764,300	.....	.....	.....	.....
C. & C. & St. Louis R.R.	58,989	622	256,200	.....	.....	.....	.....
Vandalia & Terre Haute R.R.	9,622	.....	140,700	1,195	.....	.....	.....
Wabash R.R. (West)	82,605	.....	422,800	.....	.....	.....	.....
Tol. St. Louis & K. C. R.R.	31	.....	25,200	.....	.....	.....	.....
Chicago, Peoria & St. Louis R.R.	70	.....	200,400	.....	.....	.....	.....
Chi. & Burlington R.R.	.....	.....	3,963,150	35	.....	.....	.....
Keokuk & St. Louis R.R.	270	4,970	5,425,000	47,220	.....	.....	.....
St. L. Chicago & St. Paul R.R.	.....	.....	175,200	.....	.....	.....	.....
Upper Mississippi River.	.....	34,344	.....	.....	7,443	.....	.....
Lower "	88	16,874	.....	.....	.....	.....	.....
Illinois "	.....	24,940	60,300	.....	1,552	.....	.....
Missouri "	.....	5,464	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers.	.....	.....	600,000	.....	.....	.....	.....
Wagon	.....	.....	.....	.....	.....	.....	.....
Total	246,612	136,918	23,204,650	125,035	148,493	664,212	3,993

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

By Railroad, River, etc.	Cotton-Seed Meal, tons.	Cranberries, pgs.	Coke, tons.	Dried Fruit, pgs.	Eggs, pgs.	Flax Seed.		Flax Tow bales.	Fish, pgs.
						Sacks.	Bu. blk.		
Chicago & Alton R. R., Mo. Div.	2,900	641	.....	1,650	.....	845
Missouri Pacific R. R.	2,907	152,286	.....	188,650	.....	.....
St. Louis & San Francisco R. R.	1,996	.....	.....	15,989	190,936	.....	354	.....	.....
Wabash R. R. (West)	33,051	25,550	.....	622	.....	3,368
St. L., Kansas City & Colo. R. R.	63	406	.....
Mo., Kansas & Texas R. R.	2,196	.....	.....	207	17,276	.....	126	.....	.....
St. Louis Southwestern Ry.	20	.....	.....	85	161	.....	.....	.....	.....
St. L. Iron Moun. & South'n R. R.	5,605	.....	15	27,578	9,999	.....	.....	.....	443
St. L., & T. H. R. R. (Cairo Short Line)	1,511	.....	78	1,758	23,540	.....	26	.....	.....
Illinois Central R. R.	327	130	.....	.....	.....	.....
Louisville & Nashville R. R.	46,432	606	5,697	.....	.....	.....	77
Mobile & Ohio	428	4,815	.....	24	.....	.....
Louisville, Evansville & St. L. R. R.	16,877	.....	1,462	.....	.....	.....	.....
Balt. & Ohio S. W.	2,224	12,565	2,203	2,074	.....	.....	.....	3,269
Chicago & Alton	155	4,969	375	.....	1,100	.....	27,576
St. L. & N. W.	357	18,576	1,215	346	.....	.....	.....	31,026
V. C. C. & St. Louis	2,130	24,600	1,351	545	.....	.....	.....	98,546
Wabash & Terre Haute	4,414	.....	.....	.....	.....	.....	.....
Wabash R. R. (East)	2,791	.....	.....	.....	.....	.....	.....
Chicago, Peoria & K. C. R. R.	75	360	3	.....	.....	.....	1,011
Chicago, Peoria & St. Louis R. R.	170	42	6	.....	.....	.....	12
Chicago, Barry & Quincy R. R.	2,407	4,148	.....	550	.....	.....
Keokuk & St. Louis R. R.	9	.....	.....	.....	.....
St. Louis, Chicago & St. Paul R. R.	2	.....	.....	.....	.....	.....	.....	2,692
Upper Mississippi River	142	2,426	.....	.....	.....	147
Illinois	810	27,101	.....	8	.....	779
Missouri	49	1,202	.....	.....	.....	.....
Ohio, Cumb. and Tenn. Rivers	21	3,519	.....	.....	.....	.....
Express	13	1,976	.....	.....	.....	.....
Total	11,638	4,713	127,318	99,406	598,773	1,547	431,850	406	128,731

By Railroad, River, etc.	Flour, bbls.	Grain, lbs.	Glucose bbls.	High Wines & Whisky, bbls.	Hay, tons.	Horses & Mules, head.	Hemp, bals.	Hides, lbs.	Hogs, head.
Chicago & Alton R. R., Mo. Div.	19,010	3,584,759	.....	34	4,128	1,645	.....	520,965	42,422
Missouri Pacific R. R.	407,831	.....	185	214	22,600	6,255	.....	22,508,100	209,581
St. Louis & San Francisco R. R.	28,843	.....	.....	.....	9,970	1,978	.....	4,681,875	265,803
St. Louis R. R. (West)	133,702	495,950	4,900	273	15,492	16,780	.....	4,104,780	336,136
St. L., Kas. City and Colo. R. R.	.....	.....	.....	.....	.....	3	.....	20,000	5,357
St. Louis, Kansas & Texas R. R.	10,806	.....	.....	.....	15,880	1,426	.....	1,116,735	99,017
St. Louis Northwestern Ry.	3,235	.....	.....	.....	430	25	.....	335,855	2,603
St. L., Iron Mountain & Southern R. R.	3,255	.....	383	.....	230	610	.....	3,081,305	127,422
St. L., A. & T. H. R. R. (airo Short Line.)	37,005	.....	6,831	.....	1,438	364	.....	306,895	74,457
Illinois Central R. R.	.....	.....	.....	.....	40	153	.....	1,152,000	169
Memphis & Nashville R. R.	1,925	731	.....	25,747	411	505	.....	4,070	28,766
Mobile & Ohio R. R.	3,256	.....	.....	28,730	321	170	.....	1,087,273	39,753
Louisville, Evansville & St. L. R. R.	46,531	.....	205	4,320	4,320	154	.....	252,280	5,818
Balt. & Ohio S. W. Railroad	7,445	.....	1,015	1,730	1,730	4,768	.....	287,885	14,107
Chgo. & Alton	7,045	200,290	.....	1,333	1,333	85,865	.....	148,580	25,965
C. C. & St. Louis	183,090	76,850	170	4,027	8,011	1,868	.....	333,735	11,326
Valdai. & Terre Haute	53,675	434,435	33	4,854	5,091	811	.....	409,450	15,573
Wabash R. R. (East)	7,450	.....	115	3,081	869	.....	.....	.....	15,546
Toledo, St. Louis & K. C. R. R.	9,550	.....	110	12,051	12,051	1	.....	.....	3,409
Chicago, Peoria & St. Louis R.	9,170	86,600	54,604	12,848	3,758	2,532	.....	85,160	7,611
Chi. Burlington & Quincy R. R.	51,640	.....	6,654	16,430	2,532	87,250	.....	87,250	25,415
Keokuk & St. Louis R. R.	105,215	604,200	2,913	15	20,680	14,777	.....	4,425,465	78,975
St. Louis, Chicago & St. Paul R. R.	9,150	.....	.....	.....	20,473	1,150	.....	2,200	8,312
Upper Mississippi River	59,688	.....	1,490	.....	630	875	.....	214,675	14,267
Illwa	17,648	1,000	.....	35	.....	419	.....	672,070	35,157
Illwa	.....	.....	60	49	.....	19	.....	16,960	7,138
Missouri	.....	.....	4,150	.....	37	15	.....	13,800	3,804
Ohio, Cumb. & Tennessee Rivers	.....	.....	.....	.....	.....	.....	.....	19,010	1,340
Driven	.....	.....	.....	.....	.....	37	.....	.....	12,347
Total	1,261,309	5,602,144	75,958	113,110	139,869	59,822	.....	46,456,370	1,489,866

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

By Railroad, River, Etc.	Hops. bales.	Iron & Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.	Leath'r rolls.	LUMBER.		Malt, sks.	Mds. & Sund's Pkgs.	Cars.
							cars.	M feet.			
Chicago & Alton R.R., Mo. Div.	...	...	...	3,161,700	16,111	212	56	...	...	81,347	566
Missouri Pacific R.R.	387	...	...	15,141,700	329,669	818	594	...	...	133,978	19,864
St. Louis & San Francisco R.R.	...	166	...	778,600	224,660	365	733	...	...	74,800	8,583
Wabash R. R. (West).	583	30	...	8,183,100	238,865	1,645	980	...	...	542,826	3,103
St. L., Kansas City & Colorado R. R.	...	...	...	...	...	...	41	...	...	...	3,068
Missouri, Kansas & Texas R. R.	...	...	...	1,200	...	...	...	...	...	24,115	1,766
St. Louis Southwestern R.R.	...	12	...	139,600	...	23	4,683	...	...	8,122	604
St. L., Iron Mountain & South'n R.R.	400	2,161	...	10,000	84,498	115	22,989	...	...	133,131	9,953
St. L., A. & T. H. R.R. (Gairo Short Line)	...	3,529	...	10,000	...	...	4,666	...	...	80,633	2,571
Illinois Central R.R.	...	...	...	13,900	...	75	1,000	...	...	30,688	1,533
Louisville and Nashville R.R.	1,270	...	...	20,700	66	12	1,190	...	...	373,371	4,688
Mobile & Ohio	18	...	...	3,800	...	2	4,075	...	...	107,771	4,498
Louisville, Evansville & St. Louis R.R.	...	12	...	10,000	...	...	1,115	...	...	107,772	4,708
Balt. & Ohio S. W.	...	11,969	...	...	...	...	...	...	...	131,903	1,495
Chicago & Alton	...	...	...	43,800	...	...	...	...	...	581,393	5,493
C., C. & St. Louis	1,174	5,691	...	1,300	...	...	...	...	2,915	431,392	4,693
C., C. & Terre Haute	...	31,537	1,023	14,815	...	...	102	...	500	1,311,167	18,591
Wabash R. R. (East)	...	266	...	18,800	594	...	185	...	...	1,845,199	18,695
Toledo, St. Louis & K. C. R.R.	110	...	...	556,000	...	20,469	458	...	...	1,150,000	11,490
Chicago, Peoria & St. Louis R. R.	...	32,957	...	...	...	...	119	...	1,215	824,899	2,953
Chi., Burl. & Quincy R.R.	47	...	...	154,800	43	938	501	...	...	183,268	2,717
Kookuk & St. Louis	8,938	60	...	4,617,600	214,840	128	530	...	160	208,794	4,029
St. Louis, Chicago & St. Paul R.R.	...	...	...	...	...	...	1,893	...	...	190,938	4,784
Upper Mississippi River	...	604	...	...	...	...	2	...	...	1,009	4,489
Lower	...	...	...	...	...	...	...	...	...	76,897	...
Missouri	...	240	...	500	874,841	178	...	...	...	191,561	963
Illinois	...	...	...	8,400	...	...	...	...	...	6,296	...
Ohio, Camb. & Tennessee Rivers	...	...	...	8,000	...	...	...	...	...	4,418	...
Wagon	...	946	...	1,500	...	...	...	...	...	84,738	...
Total	5,661	97,718	1,026	97,878,000	1,468,329	89,538	45,764	...	5,645	7,168,795	126,861

By Railroad, River, etc.	Molasses.		Sails, Kegs.	Oats.		Outrined, bbls.	Oils.		Onions.	
	Bbls.	Kegs.		Sacks.	Bushels		Bbls.	Tanks	Sacks & bbls.	Bu. bulk.
Chicago & Alton R.R., Mo. Div.	.....	.....	48	614	432,100	.....	.....	6	109	.....
Missouri Pacific R.R.	40	.....	875	4,119	638,000	6,469	.....	2	3	.....
St. Louis & San Francisco R.R.	906	4	.....	2,195	237,700	300	210	29	6	.....
Wabash R.R. (West)	56	43	5	1,094	1,480,000	27	430	18	2,891	4,000
St. Louis, Kans. City & Col. R.R.	.....	.....	.....	.....	3,300	.....	.....	.....	.....	.....
Mo., Kansas & Texas R.R.	66	.....	.....	1,108	95,700	.....	65	18	325	.....
St. Louis Southwestern R.R.	50	.....	.....	.....	.....	.....	60	80	39	.....
St. L., Iron Mount. & South'n R.R.	6,941	46	.....	1,304	2,200	.....	205	429	.....	.....
St. L., A. & T. H. R.R. (Cairo Short Line)	105	.....	1,100	43	11,000	40	10	40	2,006	.....
Illinois Central R.R.	3,219	65	.....	.....	.....	.....	60	24	3,813	.....
Louisville & Nashville R.R.	310	.....	80,091	.....	.....	.....	55	.....	47	500
Mobile & Ohio	11,424	140	.....	.....	.....	.....	120	49	9,712	.....
Louisville, Evansville & St. L. R.R.	236	.....	265	.....	5,506	.....	1,915	167	657	.....
Balt. & Ohio S. W. Railroad	435	.....	64,765	150	39,000	65	4,805	14	7,307	4,000
Chicago & Alton	65	.....	4,365	.....	401,700	34	955	63	3,850	7,000
C. & C. & St. Louis	4,353	135	.....	1,316	322,300	.....	14,636	1,185	2,788	24,000
Vandalia & Terre Haute	83	45	96,599	830	233,000	806	10,788	390	3,317	28,500
Wabash R.R. (East)	.....	.....	197,779	.....	535,500	.....	1,234	580	206	.....
Toledo, St. Louis & K. C. R.R.	162	.....	13,155	.....	88,000	.....	5,878	128	1,943	58,500
Chicago, Peoria & St. Louis R.R.	10	.....	63,441	50	871,200	100	91	3	277	1,000
Chi., Burl. & Quincy	207	10	170	.....	1,285,000	.....	50	5,534	584	2,000
Keokuk & St. Louis R.R.	400	.....	.....	.....	2,909,500	.....	.....	2	4,720	500
St. Louis, Chicago & St. Paul R.R.	.....	.....	.....	290	3,300	.....	.....	.....	.....	.....
Upper Mississippi River	.....	.....	.....	10,498	.....	482	.....	.....	6,106	.....
Lower	96	16	.....	117	.....	.....	63	.....	7,265	.....
Illinois	3,731	2	.....	3,463	.....	130	6	.....	47	.....
Missouri	.....	.....	.....	250	.....	.....	.....	.....	526	.....
Ohio, Cumb. & Tenn. Rivers	34	.....	15	.....	.....	.....	.....	.....	.....	.....
Wagon	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....
Total	32,929	506	522,673	26,281	10,015,200	8,573	41,697	8,761	53,903	136,000

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

By Railroad, River, Etc.	Ore.		Fig Iron, tons.	Feltres and Furs, Pigs.	Pork Product.			Potatoes.	
	Iron, tons.	Zinc, tons.			Bid P'rk. bbls.	Hams, lbs.	Meats, lbs.	Sacks & bbls.	Bush.
Chicago & Alton R.R., Mo. Div.	1,000		386	38,549	2,014	4,897,800	6,260,800	736	450
Missouri Pacific R.R.	9,408	9,064	4,872	3,167	1,650	3,809,500	109,439,900	6,817	23,400
St. L. & San Francisco R.R.	219	23,224		31,376		915,900	2,740,300	6,853	13,600
Wabash R. R. (West)		55				1,285,700	25,965,300	13,882	47,350
St. Louis, Kansas City & Colo. R.R.							14		
Missouri, Kansas City & Texas R.R.						3,400	8,100	1,186	6,800
St. Louis Southwestern Ry.				10				454	
St. L. Iron Moun. & South'n R.R.	4,073		3,013	288		7,300	117,400	3,536	7,699
St. L., A. & T. H. R. (Main Short line)			1,080	15				8,440	18,450
Illinois Central R.R.			1,886					28,577	4,600
Louisville & Nashville R.R.	469		25,863	21			1,809	4,236	10,800
Mobile & Ohio	13		9,660	65		1,100	27,400	28,250	85,450
Balt. & Ohio S. W. Railroad	151		13,218	47				2,771	11,700
Chicago & Alton			9,543	1,756				216	3,600
C., C. & St. Louis			231			51,000	176,700	279	68,400
Wabash R. R. (East)	32		257	13,181				1,435	51,750
Wabash R. R. (East)		404	2,071	101		52,900	283,900	623	43,300
Toledo, St. Louis & Kas. City R.R.			208			76,000	8,783,000	1,452	104,400
Chicago, Peoria & St. Louis R.R.			57					1,452	98,600
Chi., Burl. & Quincy R.R.	19	656	423	4		75,300	2,822,800	335	8,850
Keokuk & St. Louis R.R.				9,983			3,125,000	640	18,000
St. Louis, Chicago & St. Paul R.R.						478,800	33,612,400	3,871	380,400
Upper Mississippi River.									3,150
Lower "				409		10,400	9,200	3,150	
Illinois		80		784				47,357	
Missouri				73			22,900	483	
Ohio, Camb. & Tenn. Rivers.			1,100	54		1,400	6,800	684	
Total	14,366	33,016	75,162	57,063	3,861	10,640,000	100,864,000	165,674	895,800

THE CITY OF ST. LOUIS.

267

By Railroad, River, etc.	Rye.		Rice, pigs.	Raisin, bbls.	R.R. Iron, tons.	Salt.		Seed, Licks & bbls.
	Sacks.	Bush.				Sacks.	Ebbls.	
Chicago & Alton R.R., Mo. Div.....	...	9,800	.....	.....	101	15	.....	11
Missouri Pacific R.R.....	...	14,000	.....	.....	.....	22,245	1,377	27,558
St. Louis & San Francisco R.R.....	...	1,400	.....	.....	103	135	.....	1,055
Wabash R.R. (West).....	48	18,900	.....	.....	3,435	.....	.....	12,435
St. L., Kansas City & Colorado R.R.....	.....	.....	.....	.....	.....	.....	.....	139
Missouri, Kansas & Texas R.R.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Southwestern R.R.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Iron Mount & Southern R.R.....	.....	.....	7,010	1,243	.....	.....	.....	.....
St. L., A. & T. H. R.R. (Cairo Short Line).....	.....	.....	7,090	2,041	.....	.....	88	30
Illinois Central R.R.....	.....	.....	1,859	2,931	.....	1,485	500	.....
Louisville & Nashville R.R.....	.....	.....	14,374	50,968	144	900	6,160	.....
Mobile & Ohio.....	.....	.....	1,404	83	.....	100	.....	.....
Louisville, Evansville & St. Louis R.R.....	.....	700	3,986	.....	37	.....	.....	.....
Balt. & Ohio S. W. Railroad.....	.....	2,800	375	.....	2,922	350	3,155	1,588
Chicago & Alton.....	248	9,100	23,091	60	4,914	900	671	1,293
C. C. & St. Louis.....	.....	12,600	1,235	.....	193	5,501	.....	1,939
Vandalia & Terre Haute R.R.....	.....	.....	.....	.....	22,367	393	73,612	23
Wabash R.R. (East).....	.....	.....	.....	.....	.....	600	11,987	1,939
Toledo, St. Louis & Kansas City R.R.....	.....	2,800	900	.....	.....	24,945	13,390	1,166
Chicago, Peoria & St. Louis R.R.....	.....	16,100	1,140	.....	.....	.....	99,400	.....
Chicago, Burlington & Quincy R.R.....	.....	42,700	67	.....	.....	.....	57,590	.....
Keokuk & St. Louis R.R.....	.....	6,300	810	.....	304	.....	.....	.....
St. Louis, Chicago & St. Paul R.R.....	.....	.....	.....	.....	7,967	.....	150	.....
Upper Mississippi River.....	559	.....	.....	.....	63	.....	.....	.....
Lower ".....	78	.....	.....	.....	.....	.....	.....	.....
Illinois ".....	324	.....	4,185	.....	.....	.....	.....	29
Missouri ".....	114	.....	.....	.....	.....	4,139	.....	216
Ohio, Cumberland and Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	8,879
Total.....	1,371	137,300	66,676	57,456	47,780	60,737	248,830	690,500
								59,674

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

By Railroad, River, etc.	Sheep, head.	Staves.		Sugar.			Shin- gles, M.	Tallow, lbs.	Tar and Pitch, bbls.	Tobacco.		
	M. Cars.	Hhds.	Bbls.	Boxes.	Bags.	Hhds.				Leaf. Pkgs.	M'n'fact'd. Pounds.	
Chicago & Alton R. R., Mo. Div....	6,140	1	.....	.....	.....	13	.....	51,700	.....	203	59	5,290
Missouri Pacific R. R., Mo. Div....	35,570	1	.....	.....	.....	.....	175	5,921,600	.....	38	33	380
St. Louis & San Francisco R. R....	70,754	19	.....	.....	.....	.....	.....	267,100	.....	3	12	5,850
Wabash R. R. (West).....	57,236	8	.....	140	.....	50	1,090	921,500	60	866	128	1,684,752
St. L., Kansas City & Colorado R. R.	428	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	32,344	5	.....	15	.....	.....	.....	262,700	.....	50	.....	136,135
St. Louis Southwestern Ry.	34,976	440	.....	.....	.....	.....	.....	28,600	410	22	1,091	515,947
St. L., Iron Mount. & South'n R. R.	34,122	2,132	55	11,581	.....	11,010	11,424	251,400	914	822	.....	142,920
St. L., A. & T. H. R. R. (Cairo Short Line)	19,712	333	.....	.....	.....	.....	.....	232,100	.....	.....	.....	330
Illinois Central R. R.	11,337	96	1,351	23,580	.....	6,950	.....	36,700	950	1,161	684	2,169,420
Louisville & Nashville R. R.	8,415	116	38	8,516	.....	13,457	.....	71,700	55	.....	78	14,860
Mobile & Ohio.....	8,457	628	441	158,946	.....	27,886	.....	54,700	.....	16,370	13	790,885
Louisville, Evansville & St. Louis R.	5,910	316	8	6,618	.....	3,887	1,480	59,000	120	12,657	2,880	3,630,307
Balt. & Ohio S. W. Railroad.....	5,140	18	.....	10,150	.....	913	.....	395,000	135	10	363	56,005
Chicago & Alton.....	3,527	84	.....	9,204	.....	22,948	.....	254,300	1,868	10,604	1,724	2,634,870
C. C. & St. Louis.....	3,068	229	.....	53,628	.....	1,000	.....	1,292,700	1,933	134	4,820	1,724,890
Vandalia & Terre Haute ..	2,489	134	.....	40,500	.....	9,675	500	1,206,700	.....	59	425	63,100
Wabash R. R. (East).....	2,489	134	.....	40,500	.....	9,675	500	1,206,700	.....	59	425	63,100
Toledo, St. Louis & K. C. R. R.	4,631	582	22,000	.....	.....	17,603	.....	.....	.....	.....	.....	.....
Chicago, Peoria & St. Louis R. R.	1,045	26	.....	363	.....	438	47,719	230,300	267	.....	259	5,370
Chi., Burl. & Quincy R. R.	3,269	1	.....	1,319	.....	600	6,191	1,835,450	1,132	151	227	2,965
Knox & St. Louis.....	12,072	.....	.....	.....	.....	.....	.....	6,600	.....	.....	.....	1,640,945
St. Louis, Chicago & St. Paul R. R.	3,450	.....	.....	.....	.....	.....	.....	382,100	108	.....	8	218,320
Upper Mississippi River.....	13,523	624	26	106,573	.....	69,900	2,364	187,000	43	.....	.....	6,300
Iowa.....	1,560	.....	.....	.....	.....	.....	.....	2,900	.....	.....	.....	.....
Missouri.....	1,323	431	.....	.....	.....	.....	.....	7,200	.....	114	.....	.....
Cumb. & Tenn. Rivers.....	11,840	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Driven.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	369,896,1055	5,287	1,979	453,459	.....	371,940	71,009	14,022,950	8,170	43,264	12,834	14,996,765

By Railroad, River, etc.	Turpentine.		Tin, bxs.	Tea, chests.	Wheat.		Wines and Liquors.		Wool, lbs.
	Bbls.	Tanks.			Sacks.	Bushels.	Barrels.	Exs & Cas.	
Chicago & Alton R. R., Mo. Div.....	3,465	341,900	100	.....	204,595
Missouri Pacific R. R.	10	229,751	1,208,350	4,172	2,268	2,822,865
St. Louis & San Francisco R. R.	29,862	1,221,350	1,128	.....	9,227,339
Wabash R. R. (West)	6,660	58,719	967,200	2,533	258	2,528,670
St. L. Kans. City and Col. R. R.	68,270	170,300	.....	.....	.....
Missouri, Kansas & Texas R. R.	138,315	466,700	142	.....	1,115,905
St. Louis Southwestern Ry.	2,600	.....	.....	487,225
St. Louis, Iron Mt. & Southern R. R.	290	.....	19,400	98,150	267	.....	2,237,080
St. L. A. & T. H. R. R. (Cairo-Short Line)	1,025	529,100	23	.....	203,480
Illinois Central R. R.	92	32,500	.....	.....	249,855
Louisville & Nashville R. R.	3	.....	.....	198	419	54,690	564	124	152,390
Mobile & Ohio	1,600	153	.....	.....	140	147,550	53	76	127,040
Louisville, Evansville & St. L. R. R.	20	3,462	10	106,690	58	2,321	133,560
Balt. & Ohio S. W.	1,227	1,683	.....	103,350	811	13,918	350,115
Chicago & Alton	1,064	6,752	200	53,450	122	111	421,505
C. & C. & St. Louis	26	.....	288	7,224	.....	162,500	3,371	4,038	312,515
Vandalia & Terre Haute	30,456	6,704	283	61,750	1,012	4,508	477,045
Wabash R. R. (East)	35,801	.....	123,500	.....	.....	101,820
Toledo, St. Louis & Kans. City R. R.	22	.....	.....	40,950	200	.....	364,430
Chicago, Peoria & St. Louis R. R.	13	.....	47,450	164	5	152,590
Keokuk, Earl. & Quincy R. R.	55	.....	61,100	123	.....	2,555,835
St. Louis, Chicago & St. Paul R. R.	3,995	9,278	676,650	568	.....	75,300
Upper Mississippi River.....	9,100	.....	.....	217,280
Lower	232,265
Illinois	26	.....	136,391	.....	83	129	53,540
Missouri	472,969	.....	235	1,097	26,840
Ohio, Cumb. & Tenn. Rivers	110,071	.....	45	52	10,480
Wagon.....	56,912	.....	.....	.....	.....
	1,224	328,478	.....	.....	.....
Total.....	1,626	156	33,303	72,557	1,227,806	7,015,678	15,775	28,965	24,861,455

MONTHLY RECEIPTS FOR 1894.

Date—1894.	Apples, bbls.	Bagging, pcs.	Barley.		Butter, lbs.	Beans, aka. and bbls.	Barbed Wire lbs.	Beef, bbls. & lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.
			Sacks.	Bushels.						
January	4,578	268	.....	237,000	1,174,244	4,700	1,292,900	1,364	1,903,400	66,023
February	3,193	70	.....	144,000	1,064,265	2,399	2,455,500	250	3,414,900	52,266
March	320	.....	.....	119,250	1,260,265	3,715	2,323,150	.....	4,301,500	47,643
April	626	.....	.....	35,250	1,067,075	2,860	1,985,500	.....	4,688,800	40,342
May	1	..	.....	12,000	1,178,305	4,899	1,373,900	.....	6,887,400	53,916
June	3	.....	.....	.....	1,482,925	1,800	1,173,000	.....	9,798,800	91,683
July	3,587	.....	18	.....	931,310	871	345,100	.....	4,133,200	72,127
August	27,811	148	80	750	1,165,042	626	1,650,100	.....	5,010,340	72,657
September	42,278	50	324	126,900	1,043,150	1,517	2,940,900	.....	5,333,400	64,566
October	160,773	431	128	548,250	1,314,500	7,688	1,677,680	.....	6,524,100	69,860
November	82,424	394	45	357,750	1,198,275	2,966	914,000	.....	6,385,900	56,998
December	34,355	228	.....	501,000	1,291,140	3,605	663,200	.....	6,360,600	96,612
.....
Totals	859,901	1,577	595	2,082,050	14,138,544	37,574	19,796,930	1,614	64,612,340	783,703
By Railroad	342,495	1,577	106	2,082,050	12,424,815	37,139	19,796,930	1,614	64,612,340	783,682
" River	17,466	.....	486	.....	138,700	435	.....	.....	.....	20
" Express .....	.....	.....	.....	.....	1,684,899	.....	.....	.....	.....	.....

Date — 1894.	Bran and Shipstuf.		Cordage and Rope, colls.	Cattle, head.	Oastor Beans.		Cement.		Cheese, bxs.	Coffee, sks.
	Sacks.	Cars in bulk.			Sacks.	Bus. bulk.	Sacks.	bbls.		
January	32,610	78	15,843	68,628	.....	.....	28,209	11,083	33,926	23,503
February	26,135	85	16,783	51,243	.....	.....	25,146	14,392	33,552	20,600
March	34,640	60	14,785	49,349	43	.....	40,890	20,150	39,340	31,721
April	19,420	31	10,407	36,075	.....	2,200	35,120	27,811	32,013	28,502
May	26,265	37	25,751	50,144	.....	.....	51,280	28,616	37,741	20,146
June	25,312	46	9,312	58,263	1,411	.....	33,666	18,479	35,256	11,850
July	43,350	50	5,155	62,424	.....	.....	37,762	31,341	32,509	15,724
August	61,695	31	7,112	82,760	.....	.....	54,533	23,001	36,393	17,909
September	33,923	34	8,130	85,886	550	3,300	49,485	20,979	38,523	20,825
October	50,640	39	6,752	96,853	170	11,550	71,705	21,225	42,897	20,960
November	22,446	23	2,759	70,002	54	3,300	51,485	14,720	45,743	18,840
December	15,625	16	3,468	61,921	54	1,100	53,095	9,530	43,925	16,940
.....
Totals	380,111	480	126,216	773,571	2,231	21,450	535,460	241,307	437,618	246,612
By Railroad	380,886	480	126,216	751,203	1,254	21,450	535,460	164,126	467,563	246,659
" River	9,215	.....	.....	11,554	27	.....	.....	77,181	56	83
" Driven .....	.....	.....	.....	10,814	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1894.—Continued.

Date—1894.	Corn.		CornMeal bbls.	Cotton.		Cotton seed, tons.	Cotton- seed Meal tons.	Cranberries pkgs.	Coke, tons.	Dried fruit, packages.
	Sacks.	Bushels.		Bales, Local.	Bales, Through.					
January	4,146	3,387,800	11,865	14,160	56,316	.....	970	1,111	14,985	3,772
February	4,826	2,817,500	10,353	8,166	29,525	.....	243	.....	9,577	4,868
March	13,076	3,232,350	13,765	5,843	29,313	.....	235	15	9,359	9,881
April	13,472	2,760,600	10,115	2,720	24,678	.....	135	.....	9,035	4,892
May	17,418	3,028,200	11,765	1,981	11,225	.....	315	.....	10,110	1,719
June	9,954	1,980,800	13,765	666	2,879	.....	.....	.....	11,146	1,092
July	2,198	1,605,100	17,915	254	1,231	.....	454	.....	7,930	289
August	10,824	638,800	13,435	164	907	.....	93	.....	12,489	4,632
September	4,190	322,000	8,565	2,088	6,626	.....	30	378	11,832	13,347
October	4,618	382,200	6,705	23,026	138,979	840	1,626	666	13,275	31,518
November	29,394	868,600	3,893	44,653	206,635	1,246	3,908	1,684	8,795	19,666
December	22,904	1,561,700	2,960	40,418	155,888	1,906	3,627	884	9,335	10,789
By Wagon .....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
Totals	136,918	23,204,650	125,035	146,483	664,212	3,993	11,628	4,713	127,818	99,405
By Railroad	55,196	22,544,350	128,035	139,498	664,212	3,983	11,628	4,713	127,818	98,871
" River	81,722	60,300	.....	8,995	.....	.....	.....	.....	.....	1,084

Date—1894.	Eggs, pkgs.	Flaxseed.		Flax Tow Bales.	Fish, pkgs.	Flour, bbls.	Grease lbs.	Glucose, bbls.	High- wines & Whisky, bbls.	Hay, toss.
		Sacks.	Bus. bulk.							
January	39,080	.....	1,650	.....	9,283	85,330	236,177	5,000	9,839	14,880
February	31,373	.....	1,650	.....	6,408	83,920	316,290	6,570	10,092	13,995
March	108,418	.....	2,750	.....	7,119	128,336	638,020	5,490	11,154	14,610
April	86,714	.....	2,750	.....	5,523	113,475	564,555	7,885	9,031	15,720
May	73,668	30	.....	200	5,653	104,235	1,015,735	5,017	10,487	13,065
June	59,757	.....	.....	.....	10,808	108,198	241,600	3,583	8,521	9,541
July	32,464	450	75,900	.....	4,210	89,740	305,000	4,470	12,750	8,555
August	36,194	1,059	195,800	.....	15,541	125,842	777,000	9,112	13,714	16,161
September	37,009	52	63,800	120	34,546	99,387	92,000	9,381	7,234	15,267
October	37,727	36	41,250	.....	15,964	125,965	727,717	10,420	5,983	15,310
November	30,208	70	29,150	86	9,106	88,486	228,850	4,280	6,935	9,260
December	26,161	150	7,150	.....	5,557	81,285	419,200	4,750	7,330	13,065
Totals	598,773	1,847	421,850	406	129,721	1,261,309	5,602,144	75,958	113,110	159,969
By Railroad	354,041	1,839	421,850	406	126,203	1,183,278	5,601,144	70,318	112,976	159,552
“ River	35,024	8	.....	.....	3,518	78,031	1,000	5,640	134	717
“ Express	209,708	.....	.....	.....	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1894. — Continued.

Date — 1894.	Horses & Mules, head.	Hides, lbs.	Hogs, head.	Hops, bales.	Iron and Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.
January	7,086	3,486,740	103,800	778	5,418	1,151	2,810,200	62,698
February	4,088	2,725,380	106,987	143	5,590	.....	2,088,300	74,679
March	6,929	3,786,345	130,888	592	10,798	.....	2,264,500	148,256
April	4,226	4,033,730	129,468	39	8,519	.....	1,911,200	121,602
May	3,640	3,804,005	137,903	.....	8,406	.....	2,182,400	141,680
June	2,722	2,334,185	108,564	.....	7,052	.....	3,523,000	115,197
July	1,637	1,620,795	66,876	11	4,350	.....	983,600	107,704
August	4,227	2,405,655	99,106	.....	7,731	.....	1,717,000	111,987
September	6,744	3,075,610	101,859	13	6,206	.....	1,511,200	179,230
October	7,766	4,033,020	131,262	602	10,155	.....	1,967,000	177,163
November	5,068	8,109,875	175,616	1,702	11,994	.....	4,110,100	115,941
December	5,119	7,040,630	137,347	1,776	11,519	474	2,919,500	106,002
.....
Totals	59,822	46,455,970	1,489,866	5,651	97,718	1,025	27,878,000	1,463,229
By Railroad	58,411	45,520,425	1,412,668	5,651	96,403	1,025	27,864,000	1,088,888
" River	1,374	935,545	64,816	.....	1,263	.....	13,400	374,341
" Other	27	.....	19,847	.....	.....	.....	.....	.....

Date — 1884.	Leather, rolls.	Lumber Cars.	Malt. sks.	Mdse. & Sundries.		Molasses.		Nails, kgs.	Oats.	
				Packages.	Cars.	Bbbls.	Kgs.		Sacks.	Bushels.
January	8,912	2,911	255	539,180	8,464	9,977	180	54,673	496	871,200
February	7,783	3,753	610	494,929	8,085	2,466	.....	63,525	661	545,600
March	7,730	3,954	.....	584,027	10,568	1,347	10	66,880	1,060	933,900
April	7,863	4,220	.....	554,315	9,789	850	8	47,345	5,218	815,100
May	5,857	4,267	.....	580,895	10,861	1,853	2	71,830	10,126	1,003,200
June	9,515	4,186	.....	602,221	11,445	1,097	80	28,213	4,934	528,900
July	5,633	3,174	.....	466,415	8,304	530	.....	10,905	6,328	701,800
August	10,214	3,720	.....	671,573	12,450	2,425	5	20,768	2,272	1,019,700
September	7,981	3,842	2,225	670,090	12,237	1,223	59	39,147	3,450	1,089,000
October	7,086	4,229	1,795	741,190	13,565	1,718	4	43,550	1,434	1,014,300
November	5,413	3,651	...	642,335	11,210	4,642	135	34,550	262	652,200
December	5,557	3,857	760	621,055	9,923	5,282	73	41,450	34	542,300
By Wagon .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300,000
Totals	89,533	45,764	5,645	7,158,725	126,851	32,939	566	522,673	36,281	10,015,200
By Railroad	89,295	45,764	5,645	6,842,852	125,889	29,068	488	522,658	12,953	9,715,200
" River	238	.....	.....	315,873	962	3,861	18	15	23,328	.....
" Wagon .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300,000

MONTHLY RECEIPTS FOR 1894 — Continued.

Date—1894.	Oatmeal, pkgs.	Oils.		Onions.		Oranges & Lemons, bxs. & bbls.	Ore.		Pig Iron, tons.
		Bbls.	Tanks.	Skts. & bbls.	Bus. blk.		Iron, tons.	Zinc, tons.	
January	2,112	4,261	754	4,091	15,100	77,547	870	1,650	6,425
February .....	.....	3,407	636	2,316	18,500	83,675	776	2,789	5,320
March	375	4,014	610	2,743	21,500	104,884	2,438	3,268	5,843
April	790	4,064	715	2,118	3,000	60,258	926	2,615	5,946
May	1,148	3,394	687	12,804	.....	42,284	1,656	2,553	6,531
June	330	2,979	660	4,565	1,000	17,637	1,080	3,069	5,364
July	447	2,332	396	4,377	1,000	13,581	352	2,428	3,676
August	555	3,493	733	7,408	5,000	11,347	1,702	3,108	6,351
September	37	3,206	855	7,429	16,500	6,237	1,076	3,137	5,718
October	1,330	3,807	1,038	4,660	42,500	19,125	1,528	8,656	8,647
November	1,294	3,411	676	4,060	- 20,500	52,716	934	2,708	8,382
December	155	3,329	906	2,232	11,000	74,471	1,048	2,635	6,459
.....
Totals	8,573	41,697	8,761	58,603	150,000	563,762	14,386	33,616	75,163
By Railroad	7,961	41,628	8,761	44,619	156,000	563,712	14,386	33,536	74,062
" River	592	69	.....	13,914	.....	50	.....	80	1,100

Date—1894.	Peltries and Furs, pkgs.	Pork Product.			Potatoes.		Rye.	
		Bl'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Sks. and bbls.	Bush.	Sacks.	Bush.
January	2,298	80	1,046,500	12,902,600	3,978	144,900	.....	20,300
February	11,426	.....	713,000	9,472,600	1,399	118,350	.....	16,800
March	11,048	200	873,600	15,507,700	6,658	143,100	.....	10,500
April	627	.....	841,700	20,205,100	4,190	72,450	48	8,400
May	3,319	100	1,119,400	18,587,300	36,170	47,250	148	7,700
June	1,735	.....	1,774,000	17,365,500	46,759	42,750	248	1,400
July	6,958	30	552,700	13,802,300	21,776	17,550	270	7,700
August	1,670	180	504,900	15,903,800	9,798	13,500	337	7,700
September	6,274	1,075	465,900	20,947,200	4,515	17,100	228	23,800
October	9,489	.....	175,300	22,397,900	11,888	86,850	92	7,700
November	19,948	200	688,300	13,921,900	8,876	99,900	.....	7,000
December	12,266	1,799	1,843,100	9,850,300	9,667	91,800	.....	18,200
Totals	87,058	3,694	10,649,000	190,864,000	165,674	895,500	1,371	137,200
By Railroad	85,484	3,664	10,637,200	190,826,100	114,118	895,500	296	137,200
" River	1,574	.....	11,800	37,900	51,556	.....	1,075	.....

MONTHLY RECEIPTS FOR 1894 — Continued.

Date—1894.	Rice, pkgs.	Rosin, bbls.	R. R. Iron tons.	Salt.			Seeds, Sacks and bbls.	Sheep- Head.	Staves.	
				Sacks.	Bbls.	Bus. in blk.			M.	Cars.
January.....	6,297	6,517	1,432	9,415	29,013	24,640	5,378	29,850	....	370
February	3,132	3,065	4,559	8,795	7,485	23,520	3,165	16,492	30	382
March	2,796	3,126	3,272	1,470	20,236	27,440	6,819	15,497	300	450
April.....	4,525	2,067	4,103	6,249	13,578	34,160	4,365	29,012	368	411
May	6,214	3,953	3,156	2,725	9,680	40,880	7,193	28,947	25	447
June	3,900	4,898	7,173	1,476	18,416	48,720	721	42,218	49	445
July	8,449	7,142	1,942	1,633	10,983	45,920	122	29,208	....	315
August	7,221	5,906	9,203	2,853	23,050	21,280	7,541	36,336	21	568
September	5,649	5,354	3,589	1,780	24,470	47,800	10,268	34,643	57	466
October	4,433	7,225	3,453	6,795	26,130	60,480	7,005	44,495	5	524
November	7,298	3,963	2,680	11,320	41,170	49,840	5,287	26,878	....	429
December	6,665	4,221	3,168	6,212	25,570	196,020	1,807	26,819	200	480
.....
Totals	68,576	57,456	47,780	60,787	248,830	620,500	59,674	359,895	1,055	5,287
By Railroad	62,391	57,456	41,249	56,588	248,830	620,500	50,708	328,163	.....	5,287
" River.....	4,185	.....	6,531	4,199	.....	.....	8,971	19,842	1,055	.....

Date — 1894.	Sugar.			Shingles. M.	Tallow, lbs.	Tar and Pitch bbls.	Tobacco.		
	Hhds.	Bbbs.	Bags.				Hhds.	Pkgs. leaf.	Man'f'd. lbs.
January.....	322	62,501	85,403	9,298	1,380,550	406	4,801	839	1,252,564
February.....	1	35,968	41,980	6,957	861,000	551	5,688	892	1,453,805
March.....	5	38,013	37,887	5,702	1,010,200	1,107	3,748	1,132	1,473,527
April.....	17	27,771	16,890	6,469	1,388,000	1,703	2,909	1,680	1,136,455
May.....	5	33,820	26,425	7,682	1,512,000	404	2,927	1,257	1,082,500
June.....	....	33,446	30,701	2,782	1,033,000	693	3,048	997	1,155,505
July.....	45	32,580	17,753	1,183	901,900	386	2,229	614	930,705
August.....	....	47,045	28,014	5,912	484,300	738	3,515	914	1,456,860
September.....	....	27,594	13,359	6,702	756,530	317	4,469	1,096	1,388,790
October.....	....	20,476	11,220	7,462	1,367,000	681	4,636	1,141	1,349,185
November.....	585	40,881	29,245	6,765	1,982,700	684	2,241	880	1,032,080
December.....	999	53,364	39,010	4,140	1,335,800	500	3,653	1,362	1,177,650
Totals.....	1,979	453,459	377,810	71,009	14,022,950	9,170	43,264	12,834	14,908,766
By Railroad.....	1,953	347,886	318,040	66,102	13,439,950	7,876	43,150	12,826	14,684,266
By River.....	26	105,573	59,800	4,907	583,000	294	114	8	224,500

MONTHLY RECEIPTS FOR 1894—Continued.

Date—1894.	Turpentine.		Tin, boxes.	Tea, chests.	Wheat.		Wines and Liquors.		Wool, lbs.
	Bbls.	Tanks.			Sacks.	Bushels.	Barrels.	Brs. & cas.	
January	93	2	2,193	6,633	19,649	350,360	578	1,634	224,795
February	68	1	3,039	7,062	12,746	163,800	891	1,822	407,565
March	8	1	3,530	7,845	39,623	196,000	1,392	2,388	508,525
April	84	6	2,941	8,686	41,284	178,760	1,722	3,231	989,130
May	159	6	5,563	6,453	32,966	110,500	1,903	2,927	5,066,400
June	174	11	4,151	4,428	31,710	137,800	1,151	1,772	7,043,445
July	310	18	512	2,718	543,757	2,124,850	590	1,620	4,496,585
August	103	24	698	5,966	310,039	1,633,450	481	2,564	3,080,365
September	105	24	2,076	7,788	173,445	743,600	911	3,104	1,088,965
October	213	17	3,527	6,694	71,209	395,200	2,813	2,543	1,276,470
November	125	10	2,160	4,896	39,263	494,650	1,576	2,273	433,720
December	124	10	2,913	3,361	12,115	159,250	1,767	2,517	277,450
By Wagon						328,478			
Totals	1,626	180	33,303	72,537	1,327,806	7,015,678	15,775	28,905	24,861,455
By Railroad	1,626	180	33,277	72,537	550,239	6,687,200	15,411	27,637	24,801,080
" River			20		777,567	328,478	364	1,278	500,425

THE CITY OF ST. LOUIS.

281

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolls.	BARLEY.		Butter, lbs.	Beans, pgs.	Beef, bbls. and lbs.	Barbed Wire, lbs.	Canned Beef, lbs.
				Sacks.	Bush.					
Chicago & Alton R. R., Mo. Div.	220	46,146	50	.....	.....	450	146	.....	.....	.....
Missouri Pacific R. R.	762	493,830	.....	3	4,341	4,635	9,671	.....	17,212,246	.....
St. Louis & San Francisco R. R.	4,090	617,555	16,853	2,339	.....	1,094	29,317	.....	20,724,100	.....
Wabash R. R. (West.)	1,721	217,158	3,842	.....	.....	59,453	3,767	.....	1,125,300	.....
St. L., Kansas City & Colo. R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....	20,000	.....
Missouri, Kansas & Texas R. R.	3,083	114,291	100	.....	.....	10,350	299	.....	7,165,000	.....
St. Louis Southwestern Ry.	2,699	59,194	45,842	.....	.....	70,235	863	.....	4,232,700	300
St. L., Iron Moun. & Southern R. R. ..	53,934	645,718	111,540	.....	4,080	1,788,860	3,997	90	5,232,320	6,300
St. L., A. & T. H. R. R. (Gairo Short Line.)	8,379	38,475	45,778	.....	.....	18,420	4,233	.....	1,400,040	.....
Illinois Central.	18,784	11,814	10,512	.....	.....	732,815	862	25	856,550	15,300
Louisville & Nashville R. R.	26,503	12,692	4,910	.....	1,730	59,947	714	.....	486,590	142,200
Mobile & Ohio R. R.	9,107	153,183	18,066	.....	1,976	102,510	167	50	3,086,540	18,200
L., E. & St. L. R. R.	10,361	50,453	.....	1,150	49,164	880	454	.....	1,600	.....
Balt. & Ohio S. W. R. R.	32,453	69,199	9	.....	1,780	124,895	3,215	431	285,050	2,487,200
Chicago & Alton R. R.	1,691	127,552	.....	.....	.....	1,600	729	.....	1,100	.....
O. O. C. & St. L. R. R.	2,792	103,776	479	.....	1,258	394,770	821	.....	232,450	779,600
Vandalia R. R.	23,541	119,613	2,384	1	6,282	47,923	3,309	99	21,900	470,860
Wabash R. R. (East.)	8,766	93,083	.....	.....	.....	1,625,711	3,052	.....	.....	507,200
Toledo, St. Louis & Kan. City R. R.	5,723	180	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, P.oria & St. Louis R. R.	626	66,993	.....	.....	.....	5,335	503	.....	4,800	.....
Chi., Burl. & Quincy R. R.	894	167,607	132	.....	.....	400	253	.....	1,200	.....
Keokuk & St. Louis R. R. ....	.....	341,212	447	.....	.....	65	17,157	.....	5,698,300	.....
St. Louis, Chicago & St. Paul R. R.	3	778	5	.....	.....	.....	30	.....	65,000	.....
Total by Railroad.	216,142	3,580,492	290,949	3,484	70,511	5,100,350	83,541	695	67,873,800	4,427,160
By River.	1,732	48,738	34,110	99	.....	34,705	5,675	634	2,069,240	.....
Total.	217,874	3,629,140	295,059	3,583	70,511	5,135,055	89,216	1,329	69,883,130	4,427,160

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

BY RAILROAD & RIVER	Fresh Beef, Pounds.	Boots and Shoes, Cases.	BRAN.		Cattle, head.	Castor Beans, Bu. blk.	Cheese, boxes.	Coal, tons.	Coffee, bags.	CORN.	
			Sacks.	Cars, blk.						Sacks.	Bushels.
Chi. & Alton R. R., Mo. Div.	7,480	18,064	.....	.....	241	.....	2,641	4,078	8,100	.....	.....
Missouri Pacific R. R.	95,100	42,357	1,908	2	1,337	.....	6,787	90,208	27,200	193	8,254
St. L. & San Francisco R. R.	5,000	118,478	5,061	.....	169	.....	81,839	144,386	86,485	467	.....
Wabash R. R. (West)	8,240	25,900	.....	.....	1,922	.....	4,680	75,221	62,799	8	7,484
St. L., K. O. & Col. R. R.	.....	29,422	.....	.....	23	.....	.....	4,344	.....	.....	720
Mo., Kansas & Texas R. R.	.....	48,164	.....	.....	75	.....	1,910	5,105	7,148	30	.....
St. Louis Southwestern R. R.	14,300	1,839,096	672	.....	.....	.....	10,891	349	4,709	337	540
St. L., Iron Mount. & S. R. R.	1,839,096	103,900	5,911	296	514	.....	90,628	8,161	10,209	3,661	7,143,298
St. L., A. & T. H. (Lake & Northline)	103,900	62,900	353	.....	444	.....	7,125	513	16,538	11,072	168,563
Illinois Central R. R.	62,900	29,422	1,807	.....	113	.....	2,229	19	3,830	58,890	22,846
Louisville & Nashville R. R.	2,663,907	32,901	9,927	3	444	.....	1,395	1,674	4,348	40,421	2,100,863
Mobile & Ohio	407,200	48,164	6,836	2	384	.....	16,117	275	8,181	62,717	660,565
L. E. & St. Louis R. R.	204,400	5,674	2,961	.....	645	.....	346	.....	2,708	20,646	2,300,863
Balt. & Ohio S. W. Railroad	16,149,656	7,490	4,535	.....	18,237	.....	2,616	.....	3,961	60	441,264
Chicago & Alton	2,144,800	4,459	268,431	.....	98,779	.....	418	3,375	6,320	200	5,749
C. C., C. & St. L.	1,336,600	8,273	20,847	44	29,136	.....	1,705	.....	2,618	2,305	1,885,607
Vandalia R. R.	35,885,422	10,923	15,673	136	25,617	.....	1,736	25	5,065	798	213,609
Wabash R. R. (East)	80,146,620	10,537	254,023	330	61,909	.....	2,104	193	6,806	3,427	291,773
Tol., St. Louis & K. C. R. R.	55,383,175	.....	35,223	5	30,349	.....	.....	.....	.....	.....	356,456
Chicago, Peoria & St. L. R. R.	5,041	1,976	9,880	13	5,397	.....	315	2,568	543	.....	700
Chi., Burl. & Quincy R. R.	.....	35,013	.....	.....	1,355	.....	.....	16,365	1,019	.....	1,103
Keokuk & St. Louis R. R.	36,500	781	.....	.....	319	.....	.....	32,260	90,827	.....	.....
St. L., Chi. & St. P. R. R.	.....	.....	.....	.....	294	.....	102	1,007	543	3	.....
Total by Railroad	198,008,776	980,375	642,542	880	279,653	.....	187,174	390,181	235,119	190,085	16,464,408
By River	50,600	23,760	65,346	.....	1,697	.....	5,398	70,065	14,386	373,080	1,203,310
Total	198,059,376	1,004,135	707,888	880	281,350	.....	192,572	460,246	249,505	473,015	16,747,808

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

BY RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Golden Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	FLAX SEED.		Flour, bbls.	Fertilizer tons.	Grease, lbs.
							Sacks.	Bu. bbl.			
Chicago & Alton R.R., Mo. Div.	.....	.....	15	.....	857	19	....	.....	797	....	.....
Missouri Pacific "	169	.....	.....	51,674	20,941	12	....	.....	9,348	60	.....
St. Louis & San Francisco R.R.	381	.....	.....	31,746	19,073	.....	....	.....	31,761	.....	.....
Wabash R. R. (West)	.....	.....	132	3,498	13,346	.....	....	3,292	1,321	110	.....
St. L., Kansas City & Colo. R. R.	.....	.....	.....	.....	.....	.....	....	.....	145	30	.....
Mo., Kansas & Texas R. R.	.....	.....	.....	6	7,091	18	....	.....	1,031	....	.....
St. Louis Southwestern	3,596	.....	.....	218	5,450	.....	....	.....	53,304	203	.....
St. Louis & Iron Mountain	114,017	.....	.....	5,379	8,360	317	....	.....	416,633	8,507	150,000
St. L., A. & T. H. R.R. (Gaire Sheet L.)	4,086	.....	.....	92	3,075	.....	....	.....	40,338	1,821	.....
Illinois Central R. R.	26,034	.....	.....	853	1,447	.....	....	.....	133,936	1,619	.....
Louisville & Nashville R.R.	13,953	309	.....	8	4,043	10	....	.....	231,070	1,377	.....
Mobile & Ohio	41,251	.....	.....	880	17,093	.....	....	.....	179,612	1,259	.....
L., E. & St. L. R. R.	7,850	2,094	13	.....	10	.....	....	.....	16,798	11,740	49,975
Balt. & Ohio S. W. R. R.	2,520	67,936	1,574	19	5,642	25,235	....	.....	77,553	6,086	1,579,300
Chicago & Alton "	.....	165,473	2,413	.....	4,914	1,724	....	.....	146,481	419	30,700
C., C., C. & St. L.	245	144,811	2,018	337	4,139	79,540	....	.....	214,103	2,145	969,700
Vandalia & Terre Haute R. R.	1,911	308,766	2,378	1,587	35,332	23,932	....	.....	54,506	59,829	190,200
Wabash R. R. (East.)	365	130,311	3,782	23	13,474	186,006	....	.....	185,694	1,463	.....
Toledo, St. Louis & Kan. City R. R.	.....	92,215	1,258	.....	.....	.....	....	.....	53,641	748	.....
Chicago, Peoria & St. Louis R.R.	.....	81	568	41	2,798	146	....	.....	17,636	.....	.....
Chi., Burl. & Quincy R. R.	.....	2,516	.....	.....	6	.....	....	.....	9,894	.....	.....
Keokuk & St. Louis R. R.	8,810	.....	.....	12,979	42,866	473	....	.....	402	.....	.....
St. L., Chicago & St. Paul R. R.	.....	.....	.....	.....	63	3	....	.....	141	.....	.....
Total by Railroad	238,211	815,502	14,146	112,370	210,139	317,177	.....	225,203	1,883,554	40,499	2,970,475
By River	167,872	7	4	1,762	8,933	51	.....	.....	294,894	10	34,400
Total by Rail and River	396,083	815,509	14,110	114,132	219,082	317,228	.....	225,205	2,168,388	40,509	3,004,875

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued

BY RAILROAD AND RIVER.										
Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hornly & Grease, bbls.	Hogs, head.	Lard, lbs.	Lead, Pigs.	Lumber Cars.	Lumber M feet.	Malt. Sacks.	
86	73	42,500	.....	80	230,000	400	271	.....	400
197	562	643,700	202	187	1,169,790	805	6,714	.....	14,019
114	1,738	.....	7,475	.....	2,458,985	.....	3,202	.....	14,682
523	513	.....	1,401	501	661,300	400	3,527	.....	3,648
*146	.....	.....	.....	.....	.....	.....	192	.....	.....
20	507	.....	.....	.....	674,900	700	141	.....	408
155	874	.....	798	.....	1,575,840	64	20	.....	8,614
8,578	10,335	479,000	4,938	.....	21,898,887	1,305	308	.....	13,065
4,377	4,511	.....	1,371	574	2,861,530	178	174	.....	8,651
6,017	5,373	.....	7,071	.....	2,118,650	3,214	13	.....	23,577
12,727	21,316	144,100	8,852	30	3,293,410	3,685	220	.....	6,085
5,475	6,739	34,300	21,493	206	3,634,300	1,163	392	.....	7,280
384	553	1,837,900	6,092	411	6,391,480	16,575	130	.....	15,879
126	3,623	6,848,190	.....	146,223	15,356,073	204,173	436	.....	4,685
519	1,108	1,637,800	.....	34,101	3,760,500	207,038	1,811	.....	1,685
46	1,703	7,429,650	2	108,846	6,237,900	152,709	925	.....	1,119
674	2,612	23,357,000	341	126,680	4,832,050	267,971	1,992	.....	6,198
436	1,729	13,839,129	50	16,067	8,439,900	186,908	1,788	.....	1,100
.....	123	1,364,100	.....	204,538	1,052,600	56,483	1,183	.....	.....
.....	293	10,649,700	.....	701	25,950	13,662	1,306	.....	200
.....	325	143,700	6	.....	2,800	12,839	2,947	.....	.....
20	48	190,400	.....	156	.....	.....	2,720	.....	8,810
.....	48	.....	.....	427	16,490	1,950	92	.....	.....
41,338	64,650	68,541,169	99,983	641,728	86,323,365	1,082,592	30,444	.....	139,744
1,817	3,914	.....	17,791	561	3,856,387	1,723	.....	2,090	151,754
43,055	67,564	68,543,369	79,084	642,699	90,098,752	1,084,360	30,444	.....	151,488

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

BY RAILROAD AND RIVER.	MDSLS. & FUNDS.		MOLASSES.		Nails, kegs.	OATS.		Oil Cake. Tons.	Onions, pkgs.	ORE—Tons	
	Packages.	Cars.	Bbls.	Kegs.		Sacks.	Bushels.			Iron.	Zinc.
Chicago & Alton R. R., Mo. Div	319,699	1,793	775	12	7,004	.....	1 085	....	1,838	.....	.....
Missouri Pacific "	2,689,540	21,860	9,246	533	133,599	.....	35,866	....	5,201	60	.....
St. Louis & San Francisco R. R.	1,639,751	15,498	24,627	15,307	95,323	.....	744	....	26,714	.....	.....
Wabash R. R. (West)	899,812	19,624	10,304	3,515	25,925	.....	29,655	272	9,986	.....	.....
St. Louis, Kansas City & Colorado R. R. ....	.....	310	.....	.....	70	.....	7,284	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	330,486	3,565	2,985	1,352	43,000	.....	1,116	.....	316	.....	.....
St. Louis Southwestern Ry.	429,401	3,069	4,860	363	15,019	.....	266	.....	2,621	23	23
St. L., Iron Mountain & Southern R. R.	5,766,108	7,367	5,071	533	44,713	.....	6,860	15	8,838	.....	.....
St. L., A. & T. H. R. R. (Gaire Short Line) ..	613,923	2,209	4,521	309	9,811	.....	6,183	.....	1,938	225	25
Illinois Central	284,779	1,421	532	.....	12,846	.....	41,196	.....	6,323	43	.....
Louisville & Nashville R. R.	1,051,578	9,100	204	.....	2,663	.....	5,134	.....	436	.....	.....
Mobile & Ohio R. R.	231,538	1,963	11,234	1,293	39,574	.....	24,745	.....	6,433	.....	.....
L., E. & St. Louis R. R.	180,199	1,314	1,166	287	1,083	.....	2,123	13	182	.....	.....
Balt. & Ohio S. W. R. R.	355,893	3,543	5,019	1,069	6,470	.....	60,053	90	2,015	1,083	.....
Chicago & Alton R. R.	471,097	2,843	4,104	548	2,429	.....	5,046	.....	1,856	.....	.....
O. C. & St. Louis R. R.	550,625	2,580	1,537	36	2,592	.....	115	.....	1,488	47	545
Vandalia R. R.	1,322,848	4,416	1,462	111	5,563	.....	1,949	.....	778	3,913	11,066
Wabash R. R. (East)	636,468	9,468	3,426	373	5,125	.....	1,424	53	12,064	26	18
Toledo, St. Louis & Kan. City R. R.	190,060	1,864	.....	.....	.....	.....	.....	.....	778	.....	4,354
Chicago, Peoria & St. Louis R. R.	372,930	2,578	290	64	1,175	.....	.....	.....	355	184	57
Chi., Burl. & Quincy R. R.	285,525	4,787	4,920	.....	10,381	.....	.....	87	274	214	40
Keokuk & St. Louis R. R.	1,068,175	16,788	10,866	67	69,547	.....	.....	.....	2,321	.....	1,907
St. Louis, Chicago & St. Paul R. R.	70,450	813	82	.....	485	.....	.....	.....	8	.....	.....
Total by Railroad	20,599,850	138,193	107,361	26,057	523,045	.....	35,186	432	92,677	5,817	17,924
By River	1,423,653	10,963	10,963	2,650	99,717	.....	99,717	10	2,116	.....	.....
Total	22,023,503	138,193	118,324	28,707	622,777	.....	3,135,903	492	94,793	6,817	17,924

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

BY RAILROAD AND RIVER.	Pig Iron, tons.	PORK PRODUCT.			POTATOES.		B.YE.		Rice, pgs.
		B'd Pork bbls.	Hams, pounds.	Meats, pounds.	Pkgs.	Bush.	Sacks.	Bush.	
Chicago & Alton R.R., Mo. Div.	1,022	.....	.....	.....	313	.....	.....	.....	533
Missouri Pacific "	1,904	1	108,075	993,300	4,927	2,743	243	.....	8,065
St. Louis & San Francisco R.R.	1,316	.....	1,870,575	2,105,170	63,041	.....	973	.....	28,345
Wabash R. R. (West.)	2,481	80	142,210	116,600	38,927	2,916	.....	940	3,171
St. Louis, Kansas City & Colorado R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	21	1	29,290	258,800	8,091	3,460	.....	.....	78
St. Louis Southwestern R. R.	18	64	324,450	3,124,610	15,911	1,960	4	.....	610
St. Louis & Iron Mountain R. R.	.....	1,932	3,147,733	104,649,804	93,450	14,739	332	.....	2,344
St. L., A. & T. H. R. R. (Osato Short Line.)	2,160	56	448,970	13,522,140	3,740	10,601	116	20,621	2,835
Illinois Central R. R.	2	1,609	492,680	11,531,900	8,907	29,708	120	1,980	344
Louisville & Nashville R.R.	483	245	925,850	6,845,000	1,571	3,500	50	9,488	58
Mobile & Ohio "	.....	1,375	2,754,810	21,712,200	13,901	22,423	643	.....	8,957
L., E. & St. Louis R. R.	.....	405	290,680	12,712,680	539	4,436	13	62,923	705
Balt. & Ohio S. W. Railroad.	1,392	1,992	5,683,619	15,172,770	6,581	4,813	103	7,606	2,677
Chicago & Alton "	290	293	338,200	1,511,400	29,198	31,993	.....	.....	2,135
C., O. & St. L. "	233	431	3,052,190	8,068,844	8,181	3,243	.....	6,332	603
Vandalia.	3,183	11	4,895,500	2,795,800	15,650	104,400	.....	.....	2,011
Wabash R. R. (East.)	209	464	3,813,200	8,479,750	44,930	17,703	.....	.....	2,006
Toledo, St. Louis & Kan. City R.R.	.....	.....	632,300	1,122,400	13,798	1,000	.....	.....	.....
Chicago, Florida & St. Louis R. R.	2,743	1	2,475	756,800	998	4,353	.....	.....	636
Chicago, Burl. & Quincy R.R.	16,773	.....	.....	.....	9,108	31,118	.....	3,373	4,729
Keokuk & St. Louis R.R.	2,901	.....	.....	.....	24,131	3,890	.....	.....	9,983
St. Louis, Chicago & St. Paul R. R.	.....	.....	19,800	10,800	141	.....	.....	.....	12
Total by Railroad.	37,310	8,979	26,993,487	214,991,963	338,508	229,490	2,600	113,363	63,246
By River.	.....	6,669	446,169	8,001,253	12,013	.....	367	.....	2,108

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1894—Continued.

BY RAILROAD AND RIVER.	SALT.		Sheep, head.	SUGAR.			Soap, bxs.	Tallow, lbs.	Tobacco, hhd.
	Sacks.	Bbls.		Bu. blk.	Hhls.	Ibbs.			
Chicago & Alton R.R., Mo. Division.....	.....	5,320	90	560	3	12,061	6,924	.....	.....
Missouri Pacific "	633	19,060	782	10,080	20	35,403	116,753	.....	112
St. Louis & San Francisco R.R. ....	.....	33,407	280	.....	629	79,219	31,087	.....	175
Wabash R. R. (West).....	4,180	36,000	1,081	5,040	22	35,319	29,222	.....	572
St. Louis, Kansas City & Colo. R. R.....	.....	900	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	.....	9,634	.....	.....	.....	7,240	31,074	.....	112
St. Louis Southwestern Ry.....	280	1,984	.....	.....	1	3,961	24,267	.....	.....
St. Louis, Iron Mountain & Southern R. R..	689	29,971	771	.....	.....	12,841	118,183	240,000	.....
St. L., A. & T. H. (Cairo Short Line)....	1,459	23,426	371	.....	36	14,685	632	26,000	.....
Illinois Central R. R.....	965	30,316	.....	.....	.....	3,248	8	82,100	.....
Louisville & Nashville R. R.....	.....	1,044	.....	.....	.....	3,663	94	29,857	383
Mobile & Ohio "	106	7,091	373	.....	.....	15,331	1,529	53,864	.....
L., E. & St. Louis R.R.....	180	3,160	.....	560	.....	3,288	36	12,330	337
Balt. & Ohio S. W. " .....	.....	2,001	1,244	.....	.....	7,759	369	9,613	56
Chicago & Alton " .....	.....	399	43,890	.....	.....	36,161	14,741	1,312,493	31
C., C. & St. Louis R. R.....	6	395	1,513	.....	7	6,483	172	803,000	197
Vandalia & Terre Haute "	1	230	8,009	3,920	69	7,254	740	467,400	140
Wabash R. R. (East).....	.....	449	22,535	2,210	24	10,335	2,189	808,000	533
Toledo, St. Louis & Kan. City R. R.....	.....	.....	2,963	.....	.....	.....	.....	119,700	.....
Chicago, Peoria & St. Louis R. R.....	.....	4	2,040	.....	.....	3,169	371	2,000	.....
Chicago, Burl. & Quincy R. R.....	.....	210	1,480	.....	20	47,450	14,470	20,000	552
Keokuk & St. Louis R.R.....	.....	454	419	560	550	47,379	78,001	6,300	919
St. Louis, Chicago & St. Paul R. R.....	.....	.....	433	.....	.....	683	13	.....	.....
Total by Railroad.....	8,499	233,245	87,760	23,990	1,411	338,227	223,033	4,004,083	4,190
By River.....	137	15,769	2,766	.....	11	25,894	11,911	33,160	36
Total by Rail and River.....	8,636	238,404	90,526	23,990	1,422	419,191	333,944	4,044,083	4,226

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1894—Concluded.

BY RAILROAD AND RIVER.	Tobacco, manufact'd lbs.	WHEAT.		Whisky & High- wines, bbls.	Wool, lbs.	White Lead, lbs.	Zinc and Spelter, slabs.
		Sacks.	Bushels.				
Chicago & Alton R. R., Mo. Div.	240,770	....	....	3,967	.....	33,600	.....
Missouri Pacific "	6,695,690	121	1,090	16,774	84,600	3,471,000	.....
St. Louis & San Francisco R. R.	3,070,480	....	....	42,354	.....	1,818,960	.....
Wabash R. R. (West.)	6,281,600	....	2,180	20,212	50,900	1,196,200	.....
St. L., K. C. & Col. R. R.	.....	....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	2,849,450	....	.....	3,463	11,700	533,300	.....
St. Louis Southwestern R. R.	1,497,100	80	3,000	8,328	.....	228,000	.....
St. Louis, Iron Mountain & Southern R. R.	4,766,650	210	219,359	9,351	20,000	1,301,375	.....
St. L., A. & T. H. R. R. (Cairo Short Line.)	868,790	5	145,057	1,292	.....	346,575	.....
Illinois Central R. R.	743,230	19	2,360	849	130,500	425,860	.....
Louisville & Nashville R. R.	1,588,080	....	240,915	2,129	127,400	1,383,350	15
Mobile & Ohio	916,560	....	75,993	4,701	35,100	1,133,300	30
L., E. & St. L. R. R.	302,810	....	111,242	486	4,756,769	377,825	25,130
Balt. & Ohio S. W.	7,387,870	....	13,783	1,090	915,000	968,400	312,745
Chicago & Alton	1,673,090	1,801	33,910	561	1,767,100	4,955,400	342,516
C., C. C. & St. L.	3,804,760	....	938,411	1,437	10,220,309	6,767,200	111,815
Vandalia	8,292,200	1,416	45,068	1,091	590,100	1,598,430	315,872
Wabash R. R. (East.)	3,884,870	601	85,769	532	2,129,354	1,732,630	144,006
Toledo, St. Louis & Kan. City R. R.	853,830	603	167,112	50	1,403,400	.....	112,033
Chicago, Peoria & St. Louis R. R.	3,170,815	600	10,333	420	1,633,068	833,280	.....
Chicago, Burlington & Quincy R. R.	197,800	22	29,004	3,001	50,100	1,225,900	7,237
Keokuk & St. Louis R. R.	6,198,015	....	59,396	12,989	186,903	5,437,600	.....
St. Louis, Chicago & St. Paul R. R.	64,710	....	7,000	19	70,000	21,000	679
Total by Railroad.	68,700,860	5,641	2,061,062	122,647	24,893,771	86,046,375	1,272,467
By River.	578,800	1,582	1,042,198	4,670	37,990	2,711,700	.....
Total by Rail and River.	64,379,660	7,123	3,124,140	133,716	24,430,971	38,660,975	1,272,467

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1894.

Date—1894.	Apples, bbls.	Ale & Beer, pkgs.	Bagging, rolls.	Barley.		Butter, lbs.	Beans, pkgs.	Beef, bbls. & lbs.	Barbed Wire, Pounds.	Canned Beef, lbs.	Fresh Beef, lbs.	Butts and Chases.
				Sacks.	Bush.							
January	1,124	244,027	1,891	500	8,621	578,039	5,563	75	5,102,700	188,200	13,648,200	52,257
February	687	229,648	1,907	400	9,089	356,356	5,562	86	5,904,200	105,360	11,563,100	55,065
March	326	326,681	2,140	250	15,826	507,840	6,106	404	8,730,050	256,700	12,189,700	62,926
April	7	284,582	1,562	.....	2,673	805,198	7,181	81	7,497,400	268,400	11,294,000	52,183
May	45	353,630	2,716	10	.....	368,065	9,243	56	8,404,200	340,400	13,718,000	51,531
June	53	330,014	11,473	.....	.....	578,204	10,024	108	4,841,030	502,800	19,796,500	59,678
July	1,065	362,122	21,290	.....	.....	363,765	4,781	98	2,542,500	120,200	12,102,400	51,169
August	15,708	394,497	74,328	50	.....	329,673	6,290	109	5,063,880	100,600	19,560,700	77,183
September	21,657	317,480	59,915	12	5,296	321,100	5,614	55	5,670,300	168,400	21,362,400	79,476
October	91,800	309,335	48,609	149	12,469	654,819	8,631	108	6,088,180	862,500	22,465,800	71,178
November	47,624	196,113	46,676	699	8,868	370,187	9,660	74	4,272,730	1,172,900	16,650,075	47,379
December ..	37,753	219,011	23,052	1,513	12,524	411,789	9,439	75	5,125,900	345,700	22,114,700	44,119
Totals ..	217,874	3,629,140	285,059	3,583	70,511	5,135,055	89,216	1,320	69,883,130	4,427,100	196,069,375	704,144
By Railroad	216,142	3,580,402	280,949	3,484	70,511	5,100,350	88,541	665	67,873,890	4,427,100	196,008,775	680,375
" River	1,732	48,738	34,110	99	.....	34,703	5,675	634	2,009,240	.....	50,600	23,769

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1894—Continued.

Date—1894.	Bran.		Cattle, head.	Cheese, bxs.	Coal, tons.	Coffee, bags.	Corn.		Cornmeal, bbls.	Cotton, bales.	Cotton- seed Meal, tons.
	Sacks.	Cars blk.					Sacks.	Bushels.			
January	56,145	145	21,831	12,005	47,450	24,232	4,416	3,006,593	26,252	77,238	1,845
February	48,599	95	24,001	11,426	43,312	22,213	8,794	1,861,752	23,955	35,568	680
March	85,378	128	20,089	11,839	40,769	29,637	48,224	3,089,115	57,192	37,445	531
April	56,831	90	10,453	10,721	49,613	27,043	46,724	2,705,179	50,336	41,181	141
May	53,535	42	14,236	11,516	23,133	26,370	128,188	2,078,164	52,083	21,849	490
June	47,988	42	23,400	13,301	25,094	23,015	133,241	1,803,370	50,587	11,257	88
July	54,379	50	15,274	9,312	19,100	19,108	68,865	1,22,932	38,494	7,707	429
August	101,977	77	33,333	16,398	41,539	28,774	31,273	589,757	29,809	9,651	157
September	67,249	57	33,057	21,239	43,760	23,124	7,449	102,404	19,220	13,711	30
October	59,499	52	39,167	29,473	52,181	23,352	4,378	76,678	19,518	113,075	719
November	51,039	44	23,905	24,386	43,786	24,221	149	153,176	12,549	220,187	4,786
December	20,138	30	16,414	20,422	37,509	25,298	366	58,683	11,110	226,642	4,814
Totals	707,787	850	281,230	192,567	466,236	309,407	472,015	16,747,808	366,083	315,509	14,110
By Railroad	642,542	850	279,563	187,174	390,181	295,119	199,885	15,484,498	223,211	315,502	14,103
" River	65,245	..	1,667	5,393	76,055	14,288	272,030	1,263,310	167,872	7	4

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1894--Continued.

Date--1894.	Candles, bxs.	Dried Fruit, pkgs.	Eggs, pkgs.	Flaxseed, Bus. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.	Hay, tons.	Horses and Mules, head.	Hides, lbs.
January	9,849	17,834	21,402	432	152,817	2,568	85,500	4,160	8,467	4,874,580
February	8,484	16,782	14,528	558	160,781	8,589	83,900	3,523	7,404	3,461,850
March	10,404	20,509	87,946	.....	260,180	3,423	85,500	6,379	7,181	5,813,200
April	6,167	20,688	68,644	.....	198,427	3,442	202,200	5,763	3,968	6,364,100
May	15,146	15,073	41,730	965	191,955	2,650	349,400	3,768	3,278	6,014,300
June.....	9,273	12,801	27,664	700	170,578	1,779	57,000	3,628	3,297	4,491,850
July	4,095	8,229	9,200	33,494	133,560	3,199	242,400	1,878	1,450	2,178,900
August	7,755	11,646	7,872	169,693	227,240	3,333	499,000	3,697	4,547	4,572,450
September	5,881	16,032	9,863	7,237	171,067	6,940	182,900	2,744	7,440	4,705,800
October	12,957	29,001	12,913	5,922	204,780	4,662	707,000	3,421	8,202	6,108,900
November	10,908	25,640	6,612	6,104	168,678	2,068	153,675	1,263	6,823	10,215,949
December	13,283	23,647	8,454	700	113,498	2,841	356,400	2,886	6,007	9,743,200
Totals	114,132	219,062	317,328	225,205	2,168,388	40,509	3,004,875	43,055	67,564	68,543,969
By Railroad	112,870	210,129	317,177	225,205	1,883	40,469	2,970,475	41,238	64,850	68,541,169
" River	1,762	8,933	51	.....	284,894	10	84,400	1,817	2,914	2,700

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1894—Continued.

Date—1894.	Honey & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead, pigs.	Lumber.		Malt, sacks.	Mdse. and Sundries.		Molasses.	
					Cars.	M ft.		Pkgs.	Cars.	Bbls.	Kgs.
January	4,097	70,088	7,302,880	71,590	2,178	15	6,968	1,601,663	10,790	12,823	1,829
February	5,964	52,894	5,942,473	63,906	2,240	41	9,126	1,450,400	10,597	8,700	1,479
March	8,390	63,242	8,216,933	123,763	2,886	197	14,125	1,782,618	12,488	12,078	2,393
April	6,701	56,449	7,894,171	91,895	2,989	232	15,433	1,714,794	11,401	10,791	2,819
May	7,613	51,459	7,347,090	122,072	3,006	273	16,035	1,719,173	11,801	10,263	3,193
June	7,577	42,966	9,106,299	91,249	2,867	321	17,005	1,776,099	11,388	11,428	3,636
July	5,589	29,101	5,544,286	64,149	1,817	197	15,815	1,316,155	8,493	6,294	1,201
August	6,842	44,150	7,041,150	87,550	2,794	116	11,913	1,800,376	12,682	8,941	3,522
September	6,454	51,570	6,655,568	94,896	2,423	160	13,066	1,942,974	12,193	9,736	2,975
October	6,240	63,297	7,037,956	118,586	2,895	207	12,729	2,683,059	13,744	10,714	2,567
November	6,473	66,301	10,371,346	82,320	2,213	226	9,655	2,291,261	11,087	7,867	1,062
December	6,744	51,182	7,639,080	72,316	2,186	105	8,068	1,913,931	11,489	9,909	2,361
Total	73,034	642,699	90,038,732	1,084,280	30,444	2,090	151,498	22,082,503	138,193	118,824	28,557
By Railroad	60,893	641,738	86,232,865	1,082,552	30,444	.....	139,744	20,590,850	138,193	107,861	26,037
By River	17,791	901	3,806,867	1,728	.....	2,090	11,754	1,492,653	.....	10,963	2,520

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1898—Continued.

THE CITY OF ST. LOUIS.

293

Date—1894.	Nails, kegs.	Oats.		Oil Cake, tons.	Onions, pkgs.		Ore, tons.		Pig Iron, tons.	D'ld Pork bbls.	Pork Product.	
		Sacks.	Busheles.				Iron.	Zinc.			Hams, lbs.	Meats, lbs.
January	38,637	12,493	885,836	177	6,054	389	639		3,060	829	2,190,610	13,882,656
February	49,182	9,530	309,285	72	7,667	269	1,169		3,707	1,615	1,732,729	13,541,453
March	64,863	19,024	349,211	54	9,216	2,252	1,409		3,091	2,350	2,575,398	19,147,848
April	53,516	38,961	379,527	..	4,771	379	1,570		3,358	1,539	3,181,279	23,866,564
May	60,242	43,697	287,766	..	13,831	280	1,365		3,886	1,402	2,889,936	22,873,713
June	43,927	20,477	203,911	..	10,529	476	1,351		3,223	1,571	3,324,014	21,615,900
July	23,553	8,413	129,476	..	2,831	20	1,025		2,044	1,295	1,938,907	15,134,181
August	33,791	7,023	221,092	45	5,965	124	1,232		1,851	1,025	2,194,532	15,017,375
September	42,963	4,475	154,583	..	6,876	525	1,234		2,546	1,412	1,925,000	23,049,499
October	54,068	9,813	198,392	15	8,551	575	2,764		3,505	1,022	2,084,869	26,370,390
November	50,404	4,722	140,587	20	9,090	122	1,768		3,567	760	2,880,740	16,947,708
December	37,741	15,344	195,633	109	8,812	406	2,378		3,367	849	3,038,520	10,686,820
Totals	552,877	194,902	2,935,299	492	94,793	5,817	17,924		37,210	15,668	29,432,566	222,093,251
By Railroad	533,045	95,185	2,895,299	482	92,677	5,817	17,924		37,210	8,979	28,986,487	214,991,968
" River	19,832	99,717	40,000	10	2,117	..	..		..	6,689	446,109	8,001,283

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1894.—Continued.

Date—1894.	Potatoes.		Rye.		Rice,		Salt.		Sheep, head.	Sugar.	
	Pkgs.	Bus.	Sacks.	Bushels.	pkgs.	Sacks.	Bbls.	Bu. bulk.		Hhds.	Bbls. Bags.
January	30,058	14,174	327	29,411	4,531	185	19,161	6,160	7,628	251	48,580 59,447
February ...	25,148	19,304	101	10,064	5,089	100	8,010	2,240	2,304	143	33,221 26,267
March	35,149	21,442	244	11,175	5,461	14	13,255	.....	2,894	123	36,926 21,108
April	18,041	2,833	.....	4,954	6,490	2,242	9,864	560	7,807	24	31,407 12,274
May	23,803	4,050	.....	5,850	7,204	2,110	9,539	1,120	9,508	46	34,257 14,721
June.	79,477	35,489	3	936	7,361	150	16,019	1,120	21,087	85	33,398 17,598
July	54,345	71,166	319	2,690	3,600	125	10,372	560	9,813	42	25,160 10,389
August	33,178	75,188	721	4,663	5,029	664	19,497	1,680	11,037	53	34,491 19,288
September ...	17,579	20,710	773	4,678	5,504	163	22,359	1,680	6,264	62	28,704 8,401
October	15,040	10,756	179	7,480	6,011	205	23,109	500	7,052	36	35,091 7,690
November ...	6,954	10,226	80	12,488	7,491	453	35,082	6,160	1,499	214	30,049 6,743
December	9,749	14,653	250	18,894	6,483	2,275	52,137	1,120	2,733	343	39,239 20,386
Totals ..	348,521	299,490	2,997	113,293	70,254	8,626	238,404	22,960	90,526	1,422	419,121 283,964
By Railroad ..	386,508	299,490	2,600	113,293	68,246	8,499	223,345	22,960	87,760	1,411	393,227 222,038
" River	12,013	.....	397	.....	2,008	127	15,059	.....	2,766	11	25,894 11,911

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1894—Concluded.

Date, 1894.	Soap, bxs.	Tallow, lbs.	Tobacco, hhds.	Tobacco, Manuf'd, lbs.	Wheat.		Wheky & High- Wines, bbls.	Wool, lbs.	White Lead lbs.	Zinc and Spelter, slabs.
					Sacks.	Bushels.				
January.	57,249	205,800	255	4,394,070	1,201	354,827	9,874	590,300	3,280,900	75,807
February.	43,132	659,493	886	4,369,200	300	401,514	10,360	912,300	2,751,800	68,047
March....	48,356	32,000	413	5,250,040	502	417,011	12,914	1,084,520	4,545,885	106,535
April....	47,248	176,900	169	5,108,850	105	599,610	10,571	1,147,100	3,781,600	107,088
May.....	65,841	228,800	268	5,570,800	550	205,657	11,704	3,253,700	5,122,800	127,020
June.....	51,261	54,000	350	5,380,215	.....	128,031	11,181	5,189,273	3,641,400	126,415
July.....	36,567	368,700	492	4,768,900	1,000	203,448	8,230	3,199,300	2,423,700	94,976
August..	63,378	427,800	379	6,021,860	2,107	181,198	13,582	4,398,610	2,989,930	114,533
Sep'temb'r	65,453	255,600	568	5,942,490	986	223,572	11,180	1,220,115	3,252,850	181,567
October..	67,346	322,400	509	6,150,590	62	15,401	11,748	1,167,570	3,013,925	128,121
Novem'r.	52,252	828,800	286	5,628,735	800	260,443	10,738	1,365,793	2,343,775	87,927
Decem'r.	45,536	444,200	153	6,086,900	10	124,933	11,624	895,400	1,563,010	104,881
Totals.	643,639	4,004,093	4,226	64,579,650	7,123	3,124,145	133,716	24,430,971	38,660,975	1,272,467
By R. R..	610,489	4,004,093	4,180	63,700,850	5,541	2,081,952	129,646	24,338,771	36,949,275	1,272,467
" River	33,150	.....	36	878,800	1,582	1,042,193	4,070	87,200	2,711,700	.....

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1894.—Continued.

Date—1894.	Potatoes.		Rye.		Rice, pkgs.	Salt.		Sheep, head.	Sugar.	
	Pkgs.	Bus.	Sacks.	Bushels.		Sacks.	Bbls.		Hds.	Bbls. Bags.
January	30,058	14,174	327	29,411	4,531	185	19,161	7,528	251	48,680 59,447
February ...	25,148	19,304	101	10,064	5,089	100	8,010	2,304	143	35,221 26,267
March	35,149	21,442	244	11,175	5,461	14	13,255	2,894	123	36,926 21,103
April	18,041	2,833	.....	4,954	6,490	2,242	9,864	7,807	24	31,407 12,274
May	23,803	4,050	.....	5,850	7,204	2,110	9,539	9,408	46	34,257 14,721
June.	79,477	35,489	3	898	7,361	150	16,019	21,087	85	33,396 17,596
July	54,945	71,166	319	2,690	8,600	125	10,372	9,313	42	25,160 10,289
August	33,178	75,188	721	4,663	5,029	684	19,497	11,037	53	84,491 19,288
September ...	17,579	20,710	773	4,678	5,504	163	22,859	6,264	62	28,704 8,401
October	15,040	10,756	179	7,480	6,011	205	23,109	7,962	36	35,091 7,980
November ...	6,854	10,228	80	12,498	7,491	453	35,032	1,499	214	30,049 6,743
December	9,749	14,668	250	18,894	6,463	2,275	52,137	2,783	343	39,239 29,886
Totals ..	348,321	299,490	2,997	113,293	70,254	8,626	268,404	90,526	1,422	419,121 233,964
By Railroad ..	336,508	299,490	2,600	113,293	68,246	8,469	223,845	87,760	1,411	393,227 222,033
" River	12,013	.....	397	.....	2,008	127	15,059	2,766	11	25,894 11,911

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1894—Concluded.

Date, 1894.	Soap, bxs.	Tallow, lbs.	Tobacco, hhds.	Tobacco, Manuf'd, lbs.	Wheat.		Whisky & High- Wines, bbls.	Wool, lbs.	White Lead lbs.	Zinc and Spelter, slabs.
					Sacks.	Bushels.				
January.	57,249	205,600	255	4,394,070	1,201	854,527	9,874	590,300	3,230,900	75,807
February.	43,132	659,493	386	4,368,200	300	401,514	10,360	912,300	2,751,800	68,047
March....	43,856	32,000	413	5,250,040	502	417,011	12,914	1,064,520	4,545,885	106,535
April	47,248	176,900	169	5,008,350	105	599,610	10,571	1,147,100	3,781,600	107,088
May	65,841	223,600	263	5,570,800	550	205,657	11,704	3,253,700	5,122,800	127,020
June	51,261	54,000	360	6,390,215	.....	128,031	11,181	5,199,273	3,641,400	126,415
July	86,567	368,700	492	4,768,900	1,000	203,448	8,230	3,199,300	2,423,700	94,976
August..	63,378	427,800	379	6,021,360	2,107	181,198	13,582	4,396,610	2,989,980	114,563
Sep'temb'r	65,453	255,800	566	5,942,490	986	223,572	11,180	1,220,115	3,252,850	131,567
October .	67,346	322,400	509	6,150,590	62	15,401	11,748	1,167,570	3,013,325	128,121
Novem'r.	52,252	898,800	286	5,628,735	300	269,443	10,738	1,365,793	2,343,775	87,927
Decem'r.	45,556	444,200	153	6,088,900	10	124,833	11,624	805,400	1,563,010	104,881
Totals.	643,639	4,004,038	4,226	64,579,650	7,123	3,124,145	133,716	24,430,971	38,660,975	1,272,467
By R. R..	610,439	4,004,038	4,190	63,700,850	5,541	2,081,952	129,646	24,388,771	35,949,276	1,272,467
" River	33,150	.....	36	878,800	1,582	1,042,193	4,070	37,200	2,711,700	.....

DIED 1894.

ALLEN, LEWIS D.,	October 24.
BAIN, WM. B.,	October 2.
BARNETT, WM. H.,	August 11.
BOECKELER, A.,	October 27.
BURKE, P. T.,	July 18.
BUSCHMAN, L. W.,	June 16.
CHURCH, S. C.,	July 17.
CHAMBERS, CHARLES R.,	July 12.
CLARK, BEN O.,	June 10.
COGHILL, J. C.,	June 19.
DAVIS, JOHN T.,	April 13.
DONK, A. F.,	June 28.
FRALEY, JESSE,	April 20.
FRANCIS, JOHN B.,	November 27.
GROENINGER, R. J.,	May 3.
HARLOW, A. T.,	January 31.
HENDER, GUST,	June 11.
JUNOD, AUGUST,	August 8.
LANGE, WM. B.,	January 29.
LIONBERGER, JOHN R.,	May 20.
LIPPELMA N, H. H.,	February 24.
LOGEMAN, F. H.,	February 9.
LUTZ, GEO. A.,	September 26.
LYNCH, C. A.,	January 30.
MILLER, FRED H.,	April 27.
MILNE, JOHN,	September 2.
MULDOON, PATRICK,	October 3.
MULFORD, JOHN E.,	January 17.
MCCARTHY, JOHN,	July 2.
NOLTE, LOUIS,	April 23.
REYNOLDS, E.,	July 1.
ROWSE, E. S.,	October 7.
SCHERPE, JOHN F.,	November 21.
SESSINGHAUS, FREDK.,	January 26.
SKEELE, EDWIN A.,	May 13.
SPAUN, J. H.,	June —.
SPEAR, WM.,	December 10.
TREVOR, A. G.,	March 30.
WOLF, A.,	September 28.
ZELLE, AUG. F.,	March 3.
ZOTT, ARMIN,	August 9.

MEMBERS

OF THE

Merchants' Exchange of St. Louis.

JANUARY 3d, 1895.

NUMBER OF MEMBERS, 2,647.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect; also to inform him of any changes that occur in style of firm or business location.

NAME.	FIRM.	BUSINESS.	LOCATION.
Abeles, J. D.		Mining.	511 Pine st.
Abeles, Robt.	Abeles & Taussig	Lumber	204 N. Third st.
Abbott, Augustus L.	R. G. Dun & Co.	Mercantile Agency	204 N. Third st.
Able, Sam. T.	R. G. Dun & Co.	Mercantile Agency	Cham. of Commerce.
Abraham, W. D.	Abraham & Gerdes	Feed	E. St. Louis, Ill.
Ackerson, John O.	Crystal Plate Glass Co.	Storekeeper	Crystal City, Mo.
Adams, Bart S.	Crown Coal Co.	Coal	Security Building.
Adams, C. M.	Waters-Pierce Oil Co.	Sec'y and Treas.	Odd Fellows' Building.
Adams, R. M.	W. L. Green Com. Co.		Gay Building.
Adams, W. H.	Jno. Purcell & Co.	Butter and Commission	225 N. Second st.
Adler, Ben.	Adler, Goldman & Co.	Cotton	195 Gravier st., N. O.
Adler, Joseph		Broker	Fort Smith, Ark.
Agar, James F.	Union Pacific Railway	Railroad Agent	211 N. Fourth st.
Ahrens, Aug.		Real Estate Agent	325 Market st.
Akin, Thomas		Commission	203 Cham. of Commerce.
Albers, C. H.	C. H. Albers & Co.	Commission	313 Cham. of Commerce.
Albrecht, Victor		Burlaper	200 N. Commercial.
Alexander, Chas. H.	Alexander & Lindham	Fire Ins.	604 Pine st.
Allaway, James W.	Armour Packing Co.		2030 Clark ave.
Allen, Geo. L.	Fulton Iron Works		Second and Carr sts.
Allen, George W.	Southern Hotel Co.		Fifth and Walnut sts.
Allen, Edmund T.	E. T. & C. P. Allen	Lawyers	Wainwright Building.
Allen, James H.	Allen-West Com'n Co.		104 S. Main st.
Allen, Chas. Claflin	Fiske & Allen	Lawyer	417 Pine st.
Allen, J. Oran	Messmore, Gannett & Co.		609 Cham. of Commerce.
Allen, John	Carruthers Com. Co.		108 N. Fourth st.
Allen, H. W.	Allen-West Com. Co.		104 S. Main st.
Almon, James W.			217 N. Third st.
Alt, Henry		Livery	1236 Ann ave.
Althaus, Wm. F.	Western Brass Mfg. Co.	Secretary	614 Walnut st.
Altheimer, Gustave	Gus Altheimer Co.	Broker	711 Pine st.
Altheimer, Benj.		Loans	208 N. Fourth st.
Ambs, Joseph B.	Pacific Hay & Grain Co.		444 S. Theresa ave.
Ambs, Aug. E.	A. E. Ambs Ticket Co.	R. R. Ticket Broker	122 N. 3rd st.
Ames, Henry			St. Joseph, Mo.
Ames, Wm. P.		Hotel Beers	
Ande, Geo.		Pork Packager	103 1/2 N. Eighth st.
Anderson, W. B.	Nanson Commission Co.		230 S. Jefferson av.
Anderson, W. T.			203 Cham. of Commerce.
Anderson, J. F.	Georgia Ry.	G. W. Agent	Fourth and Chestnut.

NAME.	FIRM.	BUSINESS.	LOCATION.
Anderson, W. M.	G. M. Munger & Co.	Laundry	2310 Washington ave.
Anderson, Lorenzo E.	Anderson & Wade Real Estate Co.		Columbian Building.
Andrews, Wm. O.	Andrews & Robinson.		211 Washington ave.
Annan, R. P.	Annan, Burg & Smith.	Commission	325 Chestnut st.
Annan, T. B.	T. B. Annan & Son.	Architects	Eight and Locust sts.
Anthony, Henry	Anthony & Kuhn Brewing Co.		Victor and 10th.
Archer, W. B.			2320 Washington ave.
Arens, Henry C.		Commission.	304 N. Commercial st.
Arnold, C. H.	Jno. Wahl & Co.	Commission.	2 S. Main st.
Arnold, Henry	Jno. G. Haas Soap Co.	Soap.	802 Wash. st.
Arnstein, Albert.		Lawyer.	421 Olive st.
Arp, Eggert	Eggert Arp & Co.		810 S. Third st.
Atkinson, Robt.	Robt. Atkinson & Co.	Commission.	314 N. Main st.
Aufderheide, Albert G.	F. W. Aufderheide.	Commission.	22 S. Commercial.
Aufderheide, F. W.			22 S. Commercial.
Aufderheide, Walter	F. W. Aufderheide.	Commission	22 S. Commercial st.
Augst, G. A. W.	4th National Bank.	Cashier	Rialto Building.
Avery, J. W.		Fire Insurance.	223 Chestnut st.
Avery, E. H.	Waters-Pierce Oil Co.		Odd Fellows Building.
Aycock, O. L.	O. L. Aycock & Co.	Commission	112 Market st.
Ayer, James I.	James I. Ayer & Co.		Security Building.
Backer, Henry			1808 Linn st.
Backer, Mathias			601 S. Main st.
Backer, George H.	Fuoz & Backer	Flour.	601 S. Main st.
Bacon, Williamson		President.	406 Market st.
Baer, Bernard	Bernard Baer & Co.	Produce and Provis.	114 Elm st.
Baer, Herman.	B. Baer & Co.	Wholesale Grocers.	Ft. Smith, Ark.
Bailey, David.		Real Estate.	309 Chestnut st.
Bailey, Chas. H.		Real Estate.	304 N. Seventh st.
Bailey, H. V.	James Hogan Printing Co.		310 Elm st.
Bain, Walter.	W. D. Orthwein Grain Co.		Cham. of Commerce.
Baird, W. J.			St. Charles, Mo.
Baker, George A.	Continental Natl. Bank.	President.	Fourth and Olive.
Baker, Isaac P.	Bismarck Bank.		Bismarck, N. Dak.
Baker, Jno. F.	Bismarck Elevator Co.		Bismarck, N. Dak.
Baker, I. G.			411 Olive st.
Baker, E.	Patton, Bell & Co.	Cotton.	Cotton Exchange.
Baker, Walter H.	National Lead Co.		Tenth and Clark ave.
Baker, J. E.	Baker Bros.	Insurance.	421 Olive st.
Baker, Jesse T.	St. Louis Commission Co.		124 N. Main st.
Baker, Geo.	St. Louis Milling Co.		Carlinville, Ill.
Ball, D. C.	Ball & Warren	Commission Co.	109 Walnut st.
Ball, Philip De C.		Ice Machines.	912 N. Main st.
Ballantine, John.	Coe & Co.	Pork Packers.	Keokuk, Iowa.
Ballard, T. R.	Ballard, Messmore & Braun.	Commission.	415 Cham. of Commerce
Ballard, J. O. Jr.	Ballard, M. & Braun.	Commission.	415 Cham. of Commerce.
Bang, Adolphus	Teichman Com'n Co.	Vice-President.	25 S. Main st.
Bannantine, Geo. A.	Bannantine Galvan'd Iron. Mfg. Co.		115 Souldard st.
Bannerman, James.	Meyer, Bannerman & Co.	Saddlery.	614 N. Sixth st.
Barada, F. X.	Barada, Gbio Real Estate Co.		915 Chestnut.
Bardenheier, John.		Liquors	212 Market st.
Barklage, Louis.	Wernse & Dieckman.	Brokers.	317 N. Fourth st.
Barnard, Geo. D.	Geo. D. Barnard & Co.	Man'g. Stationers.	1101 Washington ave.
Barnes, E. H.	Barnes & Bartley.	Pork Packers.	1020 S. Second st.
Barnes, B. S.		Speculating	26 Cham. of Commerce
Barnes, Chas. W.	Crystal Plate Glass Co.	Treasurer	Carlinwright Building.
Barney, Charles E.	Scurrgs, Vandervoort & Barney Dry Goods Co.		Broadway & Locust st.
Barnhart, Wm. B.	Barnhart Mercile Co.	Fancy Groceries.	Third and Franklinave.
Barnhart, Cary L.	Barnhart Merc. Co.	Fancy Grocers.	Third and Franklinave.
Barnhart, C. R.			206 N. Commercial.
Barnidge, Aug. J.	with Chas. E. Prunty.	Clerk.	1 S. Main st.
Barnidge, Frank J.	Chas. E. Prunty	Seeds.	1 So. Main st.
Barret, Arthur B.	Melton-Barret Commission Co.		322 N. Commercialst.
Barrett, J. E.		Farmer.	526 Mo.
Barrows, John C.	Barrows & Kart.	Insurance	407 N. Broadway.
Barry, Carter M.	H. D. Barry & Co.	Commission.	15th & St. Charles st.
Barry, Thos. J.	Easmeller & Barry.	Mill Builders.	Twenty-first & Walnut.
Barstow, Chas. W.		Paints and Oils.	617 N. Second st.
Barthele, Aug.	St. Louis Syrup Refining Co.		14 N. Second st.
Bartholow, Thos. J.		Broker.	206 Cham. of Commerce.
Bartle, D. S.		Stock, &c.	Glensted.
Bartlett, Jas. A.	Bartlett & Miller	Insurance.	415 Locust st., Mo.
Bartlett, A. W.	Bartlett & Concanon.	Commission	507 N. Second st.
Bartley, W. T. Jr.	Barnes & Bartley.	Pork Packers.	1020 S. 2nd st.
Bartley, Walter S.		Real Estate.	714 Pine st.
Barutlo, B., Jr.	Steffen & Barutlo.	Commission.	6 N. Main st.
Bascom, Joseph D.	Broderick & Bascom Rope Co.		704 N. Main st.
Bascome, Western	Western Bascome & Co.	Insurance Agent.	325 Pine st.
Bass, Simon S.	Martin & Bass	Lawyers	116 Chest. av.
Basye, Chas. P.	Basye & Robinson	Commission	116 N. Main st.
Battelle, L. A.	American Ex. Bank.	Cashier.	Third and Pine.
Bauer, A. H.	Bauer Bros.	Brokers.	306 N. Third st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Baulch, John J.	Wiggins Ferry Co.		Third and Chestnut sts.
Baumman, M.	L. Bauman Jewelry Co.		316 N. Eighth st.
Baur, Herman	Baur & Regal	Flour	333 N. Third st.
Bayha, George		Provision Broker	408 N. Levee.
Bayles, Samuel M.	So. St. Louis Nurseries.	Florist	6009 Michigan ave.
Bayrd, S. A.	Matthew Addy & Co.	Iron Commission	Bank of Com. Building.
Beardale, C. F.	Picker & Beardale	Commission	214 N. Main.
Beck, Henry W.		Feed and Seed Store	Twentieth and Pine sts.
Beck, J. W.	H. W. Beck & Sons	Feed	5703 Manchester Road.
Beck, Harry G.	H. W. Beck	Grain	2001 Pine st.
Becker, Edward C.			3113 Cass av.
Becker, Aug. H.		Fresco Painter	1908 Goode ave.
Becker, C. J.	Conrad Schopp & Bros.	Produce Co.	Third st. & Franklin av.
Becker, Conrad	H. B. Eggers & Co.		Eighth st. & Clark av.
Becker, Hugo	J. G. Haas Soap Co.	Soap	802 Wash st.
Becker, Jno., Jr.	H. Stoffregen	Grocer	1272 S. Broadway.
Becker, V. U.			
Beckmann, Edward	Edw. Beckmann Commission Co.		121 Market st.
Beckmann, H. C.	Tower Grove Brick Works		King's way & Arsenal.
Beckmann, Geo. H.		Teamster	8th and Clark av.
Beckmann, W. E.		Bakers & Confrs Sup'l.	18 S. Main st.
Beer, H. M.		Broker	Security Building.
Beggs, Johnston	St. Louis Iron & Machine Works		533 Chestnut st.
Behning, Fred	Grand Ave. Coal & Feed Co.		74 E. Grand ave.
Belmes, Frederick H.	Albire Grocer Co.	Wholesale Grocers	428 S. Seventh st.
Belake, August	Belake & Wess	Architects	Security Building.
Bell, T. P.	T. P. Bell & Bro.	Real Estate	925 Chestnut st.
Bell, Nich. M.	Paper Tobacco Warehouse Co.		1112 Market st.
Bell, James G.	J. G. Bell & Co.	Commission	304 N. Commercial st.
Bell, James W.	S. L. Safe Deposit and Saving Bank		513 Locust st.
Bell, Geo. W.		Steamboat Clerk	105 N. Eighth st.
Bels, J. H.	J. H. Bels & Co.	Pork Dealers	3601 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.	Bags	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.		601 S. Fourth st.
Benedict, Aug. W.	With Sam'l Cupples & Co.	Wooden-ware	Seventh & Spruce sts.
Bennett, Thomas	Thos. Bennett & Co.	Commission	66 Bd. of Trade Bldg., Chicago.
Bensack, John C.		Livery	1193 N. 5th st.
Bensberg, Ferd A.	F. A. Bensberg & Co.	Distillers	208 Walnut st.
Berg, Nicholas	Nicholas Berg & Son	Insurance	5 S. Broadway.
Bergesch, C. W.	Commercial Bank	Cashier	4th and Pine sts.
Bergmann, Conrad	C. Bergmann Feed Co.	Feed	2713 Chouteau av.
Bergmann, H. C.			
Bergin, John P.	J. R. Lewis & Co.		535 Chestnut st.
Bernet, Christian	Bernet & Craft	Flour	8 S. Main.
Bernet, Peter			8 S. Main st.
Bernheimer, Marcus	Meremio Highlands Co.	President	205 N. Fourth st.
Berry, Albert L.	Berry-Horn Coal Co.		Union Trust Building.
Bersch, Edmund			
Bersch, Wm	Bersch Ins. Agency	Insurance	311 Olive st.
Berthold, John Sarpy	Berthold & Jennings	Lumber	Fourth and Chestnut sts.
Bethune, James H.			314 N. Sixth st.
Betts, R. A.	R. H. Betts & Co.	Real Estate	1008 Pine st.
Bevis, Alfred	Mound City Distill'g Co.	Distillers	Globe-Dem. Building.
Bieblinger, Wm			Rialto Building.
Bieblinger, F. W.	Fourth National Bank	President	Rialto Building.
Biedenstein, Henry		Grocery	1206 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John M.	J. M. Biekert & Co.	Commission	207 N. Main st.
Bienenstok, Herman			
Bienenstok, Sigfried	S. Bienenstok & Co.	Wool	Main and Pine sts.
Bieser, Fred	Bieser Smith Produce Co.		1023 N. Third st.
Bieger, T.	St. L. Ice & Cold Storage Co.	Provisions	711 S. Main st.
Biggers, S.	Simmons Hardware Co.		5th and Washington ave
Biggs, Frank	New York Life Ins. Co.	Agent	Odd Fellows Building.
Bilbro, H. B.	Cresc. Grain & Elev. Co.	Grain	Rialto Building.
Billon, Guy P.	Gaylord, Blessing & Co.		307 Olive st.
Birch, W. F.	Hy. Press Brick Co.		Odd Fellows Bldg.
Birch, James T.	Farmer's Elevator Co.	Secretary	Levee and Madison st.
Bird, John	Vicksburg Anchor Line	Agent	Foot of Chestnut st.
Birchow, Gustav	S. L. D. Beef & Pro. Co.		300 Manchester Road.
Bittner, Jacob Jr.	Mound Olive Dairy Co.		114 S. Tenth st.
Bixby, W. K.	Mo. Car & Foundry Co.		609 Chestnut st.
Black, Alex. G.		Cotton	70 Broadway, N. Y. City
Black, John F.	Williams, Black & Co.	Cotton Broker	Cotton Exchange, N. Y.
Blackmer, Lucian R.	Blackmer & Post	Sewer Pipe	Sixth and Locust sts.
Blakely, John W.	Blakely-Sanders Mann. Co.	Live Stock	Union Stock Yards.
Blasius, Wm.			234 Henrietta st.
Blanke, Detlef J.		Insurance Agent	415 Locust st.
Blattner, Fred Jr.			Foristel, Mo.
Blattner, W. E.			Mexico, Mo.
Blackman, E. A.		Feed	2109 N. Broadway.
Blessing, John H.	Gaylord, Blessing & Co.	Broker	307 Olive st.
Beyer, S. T.	Hawley Furnace Co.		128 S. Clinton st.
Block, David	Block, Dean & Co.	Commission	417 Cham. of Commerce, Chicago, Ills.

NAME.	FIRM.	BUSINESS.	LOCATION.
Block, David, Jr.	Smithers & Block	Feed	3015 Olive st.
Block, Louis	Mueller-Block P. Co.		813 N. Third st.
Blossom, C. D.			217 N. Third st.
Blossom, H. M.	H. M. Blossom & Co.	Insurance	217 N. Third st.
Blossom, H. M.	H. M. Blossom & Co.	Insurance	217 N. Third st.
Blossom, Russell	H. M. Blossom & Co.	Insurance	217 N. Third st.
Blow, C. W.	Crown Linseed Oil Co.		Sixteenth & Clark av.
Blow, Richard T.	Blow Brick Co.		4103 Maryland ave.
Blumeyer, Conrad		Grocer	Tenth & Madison sts.
Bobbitt, W. T.		Planos & Organs	822 Olive st.
Bobring, J. H.		Grocer	Bobring P. O., Mo.
Bode, Henry J.	Bode & Litzau	Feed	531 Manchester road.
Bodenheimer, Max M.	Bodenheimer, Landau & Co.	Grocers	527 N. Second st.
Boeck, Adam	A. Boeck & Co.	Real Estate	623 Chestnut st.
Boesewetter, Richard	Chas. G. Stifel's Brewing Co.		1901 N. Fourteenth st.
Boepple, John		Sausage Manuf.	616 S. Second st.
Bofinger, John N.			115 N. Third st.
Bogard, John J.		Insurance	3632 S. Broadway.
Borz, Bernard P.	St. Louis Dredging Co.		Foot of Carr st.
Bohle, Louis C.	Louis C. Bohle Livery Co.		112 Chestnut st.
Hohlinger, Joseph		Commission	2 S. Main st.
Bohnenkamp, John		Cooper Supplies	1217 Warren st.
Boisselier, Chas. L.		Farmer	Bonhomme, Mo.
Boisselier, R. W.		Accountant	515 Pine st.
Boland, J. L.	J. L. Boland Book & Stationery Co.		610 Washington av.
Bollin, A.	A. Bollin & Co.	Insurance	608 Marion.
Bollman, C. H.	Bollman Bros. Co.		1409 Bremen av.
Bolz, John		Staves and Heading	1200 Washington av.
Bonner, B. R.	B. R. Bonner Ice Co.	Ice and Coal	Union Trust Building.
Bonsack, F. C.		Architect	Second and Gratiot sta.
Bonsack, W. A.	The W. A. Bonsack Lumber Co.		617 Chestnut st.
Booth, Wm.	Wm. Booth & Co.	Real Estate	Rialto Building.
Booth, Thos.	J. W. Booth & Sons	Commission Co.	Rialto Building.
Booth, T. W.	J. W. Booth & Sons	Commission Co.	Rialto Building.
Bosche, Geo. Jr.	Geo. Bosche & Son	Produce	820 N. Third st.
Bostick, R. H.	Joe. M. Houston Grocer Co.		231 N. Main st.
Boswell, Geo. W.	M. F. S. Boswell	Broker	416 N. Second st.
Boswell, M. F. S.		Broker	416 N. Second st.
Rowles, M. A.		Provision Broker	118 N. Third st.
Bowling, Wm. W.	St. L. Milling Co.	Secretary and Treas.	Carlinville, Ill.
Bowman, M. S.	Ross Keller Brick Machine Co.		Laclede Building.
Bowman, Theodore G.	Carler & Bowman		112 N. Fourth st.
Bowman, Charles G.	with St. L. Stamp'g Co.		Second and Cass av.
Bowman, Albert Bantz	Garden City Realty Co.		114 N. 4th st.
Royd, Wm.		Bricklayer	514 School st.
Boyd, W. G.	D. E. Francis & Bro.	Commission Co.	Laclede Building.
Royd, Trustin B.	T. R. Boyd & Co.	Men's Furnishers	514 Olive.
Boyd, F. J.	Kansas City Smelting & Refining Co.		Security Building.
Boyle, Wilbur F.	Boyle & Adams	Attorneys	Laclede Building.
Bradley, Chas. E.	Bradley & Quinette	Real Estate	702 Chestnut st.
Bradley, G. Douglas	S. W. Cobb & Co.	Commission	Cham. of Commerce.
Bradshaw, Thos. J.		Grain Broker	108 N. Fourth st.
Brady, Hugh J.	Brady & McGroarty	Grain	Ninth and Cass av.
Brady, James F.			2605 Caroline st.
Braun, Geo. H.	Braun-Lang Com. Co.	Commission	5 N. Second st.
Braun, Joseph L.	Ballard, Messmore & Braun	Commission Co.	413 Cham. of Commerce.
Bray, Wm.	Wm. Bray & Co.	Commission	725 Market st.
Brecht, G. A. V.	Gus V. Brecht Butchers Supply Co.		12th st. and Cass av.
Brendecke, H. C.	Chouteau Ave. Brew'g Co.	Brewers	12th st. and Cass av.
Brennan, D. B.		Real Estate	516 Chestnut st.
Brentano, H.		Stock Broker	Laclede Building.
Brickwede, H. W.		Feed	254 DeHodiamont ave.
Bridges, A. B.	Chl. Mil. & St. P. Ry.	Agent	105 N. Broadway.
Brinckwirth, Edw. H.	Brinckwirth-Nolker Brewing Co.		1714 Cass av.
Brinkmeyer, Louis	H. H. Lippelmann	Feed Co.	1111 N. Broadway.
Brinkmeyer, Otto	H. H. Lippelmann Hay & Grain Co.		1109 N. Broadway.
Brinson, H. L.	Brinson-Judd Grain Co.		400 Cham. of Commerce.
Brinson, L. B.		Chamber of Commerce.	
Briody, James			208 N. Main st.
Brislin, D. A.	Brislin & Sheble Mfg. Co.		207 Lucas av.
Broadhead, James O.		Lawyer	14 N. Fourth st.
Broadhead, Chas. S.	Broadhead & Hezel	Attorney	14 N. Fourth st.
Brockman, Philip	P. Brockman & Co.	Commission	Rialto Building.
Brockman, F.	Brockman & Traumann	Provisions & Com.	Rialto Building.
Brockman, Arthur	P. Brockman	Commission Co.	Rialto Building.
Brockmeier	Engelke & Felner		306 S. Broadway.
Brockmeier, J. C.	Brockmeier & Selving	Commission	118 S. Main st.
Brockmeyer, H. G.		Assessor's Office	Court House.
Broderick, John J.	Broderick-Bascom Rope Co.		704 N. Main st.
Brodhack, Joseph H.		Toys, Candles, etc.	223 S. Broadway.
Broeder, Henry		Produce & Commission	528 N. Third st.
Broeg, Louis	J. W. Booth & Sons	Commission Co.	Rialto Building.
Brolaski, Harry, Jr.	Sheldon Bros. & Brolaski	Real Estate	Wainwright Building.
Brolaski, H. W.	Crown Coal Co.		Security Building.
Bronaugh, Perry S.		Brick and Tile	Virdeu, Ill.
Bronson, E. P.	Cumberland Mills		Nashville, Tenn.
Brookings, Robert S.	Sam'l Cupples Wooden & Willowware Co.		Seventh and Spruce st

MERCHANTS' EXCHANGE OF ST. LOUIS.

5

NAME.	FIRM.	BUSINESS.	LOCATION.
Brookes, John F.			3636 Lake ave., Chicago, Ill.
Brooks, E. S.	St. L. D. Beef & Prov. Co.		800 Manchester Road.
Brooks, Charles		Fireman	2211 Sullivan av.
Brown, F. J.		Grain and Prov. Ex.	108 N. Third st.
Brown, James N.	American Cent'l Lne. Co.		Broadway & Locust sts.
Brown, Daniel S.	Pioneer Steam Keg Works.		2212 DeKalb.
Brown, Benj.	Brown-Clark Paper Co.		316 N. Third st.
Brown, Edmund M.	F. Smith & Son	Grocer Co.	628 N. Second st.
Brown, Joseph		City Auditor	City Hall.
Browne, F. E.	Hoosac Tunnel Line	Agent	323 Chestnut st.
Bryan, Francis, T., Jr.			2654 Locust st.
Bruck, Henry		Produce	1709 S. Second st.
Bruenemann, Ernst		Flour and Feed	3753 S. Jefferson av.
Bruening, Rudolph	with Brinckwith-Nolker Brewing Co.		1714 Cass av.
Bruening, Charles			2629 Thomas st.
Brundage, S. P.	Pennington, Terrell & Co.	Produce	827 N. 4th st.
Brungard, Geo. A.	Mueth & Brungard	Butter and Cheese	119 N. Main st.
Bryden, Alex. A.	Bryden Bros.	Coal	6th and Locust sts.
Buchanan, E. C.	E. C. Buchanan & Co.	Grain	332 Front st., Memphis.
Buck, Thos. E.		Physician	2610 S. Jefferson av.
Buckingham, S. C.	M. M. Buck & Co.	Railway Supplies	713 Chestnut st.
Buckland, Jos. A.	Jos. A. Buckland & Co.	Commission	108 S. Third st.
Buehler, Henry Jr.	Buehler-Phelen, Paint Mfr. Co.		8th and Howard sts.
Buerkel, F.		Grocer	2526 S. Broadway.
Bull, Wm.	Bull & Gareache	Fire Insurance	100 N. Third st.
Bull, John C.	with Carroll & Powell	Insurance Agent	115 N. Third st.
Bullen, C. W.	Nat'l Bank Republic	President	214 N. Fourth st.
Bulte, Wm. J.	Wm. J. Bulte & Co.	Flour and Commission	17 S. Main st.
Bulte, Asg. J.	Meyer & Bulte		Laclede Building.
Bulte, Henry J.	W. J. Bulte & Co.	Flour and Commission	17 S. Main st.
Burbach, W. E.	J. B. M. Kehlor & Co.	Commission	410 Cham. of Commerce.
Burdeau, J. P.	St. Ls. & Miss. Val. Tr. Co.	Freight Agent	Main and Walnut sts.
Burk, Henry	Annan, Burg & Smith	Flour Commission	325 Chestnut st.
Burg, William	Ewald Iron Co.	Secretary	941 N. Second st.
Burr, Philip		Steamboating	1210 S. Broadway.
Burke, Wm.		Hunt's Hotel.	
Burnes, Martin D.		Produce	1125 N. Third st.
Burnet, Halsted	Beattie Mfg. Co.		2202 Pine.
Burnham, C. B.			3863 W. Pine st.
Burr, Chas. P.	Chas. P. Burr & Co.	Commission	122 N. Main.
Burton, J. A.	J. A. Warren & Co.		307 Cham. Commerce.
Busch, Adolphus	Anheuser-Busch Brew. Ass'n (President)		Ninth & Pestalozzi sts.
Busch, A. Jr.	Anheuser-Busch Brewing Co.		Ninth and Pestalozzi sts.
Busch, E. A.	E. A. Busch & Co.	Brewers Supplies	108 S. Main st.
Buschman, C. L.	C. L. Buschman & Co.	Wholesale Grocers	822 N. Third st.
Buschman, E. L.	L. W. Buschman & Sons	Commission	308 Cham. of Commerce.
Buschman, A. H.	L. W. Buschman Sons.	Flour	308 Cham. of Commerce.
Buschman, F.		Flour and Feed	2141 Adams st.
Bushnell, D. I.	D. I. Bushnell & Co.	Grain and Seeds	109 N. Second st.
Butler, W. C.		Insurance	416 Locust st.
Butler, L. L.		Real Estate	224 N. Third st.
Butler, Edward	Ed. Butler & Son	Horseshoer	106 S. Tenth st.
Butler, Edw. G.		Student	3640 Pine st.
Butler, John R.	James Campbell	Broker	318 N. Fourth st.
Bycroft, Henry F.	H. F. Bycroft & Co.	Millers	Gillespie, Ill.
Byrd, George H.	Senter & Co.	Commission	25 S. Third st.
Byrne, Daniel P.	Redmond-Cleary Commission Co.		124 Cham. of Commerce.
Byrne, Frank T.	National Dispatch	Agent	Laclede Building.
Cabanne, L. Duthiel		Fire Insurance	304 N. 3rd st.
Cabell, Ashley		Attorney at Law	506 Olive st.
Cafferata, Angelo J.	A. Cafferata Sons & Co.	Fruit	721 N. Third st.
Cadrey, Frank B.			1121 N. Compton ave.
Cahill, James G.	L. A. Coquard	Broker	124 N. Third st.
Cain, P. R.	Stern, Laner, Shohi Co.	Clothiers	701 Washington av.
Caldwell, Thomas W.	with Senter & Co.	Cotton and Commis'n	Third & Walnut sts.
Calhoun, James L.	Adams Express Co.		Rialto Building.
Calvert, Bevin	with Jno. G. Prather & Co.	Wines and Liquors	516 N. Levee
Campbell, R. A.	Campbell & Ryan	Lawyer	5500 Cabanne Place.
Campbell, Given			421 Olive st.
Campbell, James		Bonds and Stock	Rialto Building.
Capen, Sam D.	Geo. D. Capen & Co.	Insurance	107 N. 3rd st.
Capen, Geo. H.	Geo. D. Capen & Co.	Insurance	107 N. 3rd st.
Carl, Philip	Lone Star Brewing Co.		San Antonio, Tex.
Cariale, David		Feed and Grain	114 Chestnut st.
Cariale, David, Jr.	Rosedale Hay and Grain Co.		Delmar and Cates avs.
Carmichael, G. W.	J. E. Clark & Co.	Cider	2000 Pine st.
Carnegy, E. K.			3142 School St.
Carpenter, W. M.	Bryant & Stratton Com. Col. (Pres.)		420 Market st.
Carpenter, Geo. O. Jr.	National Lead Co.	Manager	10th and Clark av.
Carpenter, James M.	J. M. Carpenter & Co.	Real Estate Agents	108 N. Eighth st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Carpenter, James M. Jr.	J. M. Carpenter & Co.	Real Estate	500 N. 3rd st.
Carr, Paschall	Mo. Safe Deposit Co.		Sixth and Locust sts.
Carr, Peyton T.	Citizens Insurance Co.		Haile Building.
Carreras, E. E.		Printer and Binder.	509 N. Third st.
Carroll, C. C.	Carroll & Powell	Insurance Agents	115 N. Third st.
Carroll, John F.	Jones, Edwards & Co.	Liquors	525 N. Second st.
Carroll, James F.		Grain	108 N. Fourth st.
Carroll, Chas. E.		Fire Loss Adjuster	415 Locust st.
Carruthers, T. B.	T. B. Carruthers Com. Co.		108 N. Fourth st.
Carruthers, George F.	Union Warehouse Co.	Storage	foot of Florida st.
Carruthers, W. W.			108 N. Fourth st.
Carson, Chas. C.	Gutgaell & Carson	Brokers	500 N. 2nd st.
Cartan, L. V.	L. V. Cartan & Co.	Real Estate	311 Chestnut st.
Carter, T. W.	Carter & Bowman	Commission	112 N. Fourth st.
Carter, Frank	Hope Mutual Ins. Co.	Insurance	24 N. Third st.
Carter, Edw. L.		Insurance	Security Building.
Case, Frank C.		Insurance	117 N. Third st.
Case, J. B.	Lincoln Trust Co.		618 Chestnut st.
Case, E. S.	with C. H. Albers & Co.	Commission	313 Cham. of Commerce
Case, David W.		Architect	210½ N. Seventh st.
Casey, William	Deceased.		
Casey, John F.		Commission	20 S. Commercial st.
Cassidy, Abner C.	Cassidy Bros. & Co.	Live Stock Comm'n	Nat. Yds., E. St. La., Ill.
Cassidy, W. L.		Live Stock	National Stock Yards.
Cassinielli, L. D.	Cafferata Sons & Co.	Fruits	731 N. Third st.
Castleman, Geo. A.		Lawyer	417 Pine st.
Cave, Elmore	L. W. Buschman & Sons	Flour	Chamber Commerce.
Cavender, John	Cavender & Thompson	Real estate	705 Pine st.
Chadbourne, G. W.			Security Building.
Chaffraix, D. A.		Capitalist	41 N. Rampart st., N. O.
Chamberlain, F. B.	F. B. Chamberlain Com. Co.		300 N. Main st.
Chamberlain, Will. F.		Seed Inspector	300 N. Main st.
Chamberlain, F. B. Jr.	F. B. Chamberlain Com. Co.		300 N. Main st.
Chamberlain, Edw. D.		Deputy Assessor	Court House.
Chamberlin, E. C.	E. C. Chamberlin & Co.	Commission	515 Chamber of Com
Chambers, James H.	Jas. H. Chambers & Co.	Publishers	914 Locust st.
Chambers, Charles R.	Deceased.		
Chambers, Joseph L.			12 N. Eighth st.
Chambers, R. S.	Bradstreet Co.	Asst. Superintendent	Security Building.
Chandler, De Lacy	Mississippi Valley Trust Co.		303 N. Fourth st.
Chandler, Whately L.	H. W. Chandler Commission Company		Republic Building.
Chandler, H. W.			22 N. 3d st.
Chandler, Kelly R.			8 S. Main st.
Chapman, Charles L.	E. H. Chapman & Co.	City Weighers	6 S. Main st.
Chappell, E. F.	W. H. Chappell & Co.	Mfg. Chemists	Fourteenth and Austin
Chase, James E.		Liquors	415 Walnut st.
Chase, Wm. L.	H. & L. Chase	Bags	8 N. Main st.
Chassatng, J. H.	Lindell Hotel.		Lindell Hotel.
Chestnut, Mathew T.	Montesano Co.		316 N. 6th st.
Chipley, Lucien M.		Real Estate Agent	Bank of Commerce Bldg.
Chipron, Emile			Highland, Ill.
Chisholm, J. A. H.	J. W. Booth & Sons	Commission Co.	Haile Building.
Chouteau, Pierre		Engineer	Security Building.
Chouteau, J. Gilman			506 Cham. of Commerce.
Church, Alonzo C.	Deceased.		
Church, S. C.	Deceased.		
Churchill, James O.		Insurance	415 Locust st.
Clark, Warren L.	Clark & Stuyvesant Grocer Co.		305 N. Second st.
Clark, Wm. G. W.			3215 Washington av.
Clark, Charles			Laclede Building.
Clark, Benj. W.	Clark & Stuyvesant Grocery Co.		305 N. Second st.
Clark, James E.	J. E. Clark & Co.	Cider & Vinegar Mfrs.	Twentieth and Pine sts
Clark, Hlman H.	Waters-Pierce Oil Co.		Odd Fellows Bldg.
Clark, C. W.	Tully & Clark	Architect & Engineer	Broadway & Locust st.
Clark, Charles C.	Clark & Stuyvesant Grocery Co.		305 N. Second st.
Cleary, Redmond	H. Cleary Com. Co.	Commission	124 Cham. of Commerce
Cleary, Michael			110 N. 12th st.
Cleary, T. F.	R. Cleary Com'n Co.		317 Chestnut st.
Clemens, F. W.		Grocer	3405 Grav. av.
Clemens, J. B.	Christy Fire Clay Co.		Laclede Building.
Cleveland, Henry			El Dorado Springs, Mo.
Cleveland, Henry D.		Deputy Col. Int. Rev.	Custom House.
Clifford, Alfred	Con Steel & Wire Co.		1935 Papin st.
Clifford, Edw. W.	L. C. & W. Ry.	G. F. A.	Carrollville, Ill.
Clifton, Daniel W.	Nanson Commission Co.	Attorney	303 Cham. of Commerce.
Cline, Frederick A.	Muench & Cline		417 Pine st.
Cluley J. F.	Con. Coal Co.	Agt.	Laclede Building.
Cobb, Seth W.	S. W. Cobb & Co.	Commission	317 Chamber of Com.
Cobb, C. W. S.	Glencoe Lime and Cement Co.		Odd Fellows' Building.
Cochran, James	F. Whittaker & Sons	Bookkeeper	Seventh and Carr sts.
Cochran, Fred G.	Hewitt, Cochran & Co.	Grain and Provisions	305 N. Third st.
Cochran, Geo. J.		Accountant	435 W. Bell Place.
Cockrell, C. W.			Omaha, Neb.
Cockrell, J. H.	Graham & Cockrell Com'n Co.		513 Cham. of Commerce.
Cockrell, Elias		Grain	Jerseyville, Ill.
Cockrell, W. A.	Schreiner, Flack Com. Co., Commission		108 N. 4th st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Cohn, J. W.	Hunter Bros.	Flour and Feed.	Third and Chestnut sts.
Cohen, Morris			3028 Chestnut st.
Colby, B. H.		Civil Engineer.	City Hall.
Colbr, W. A.	Alison Commission Co.		103 N. Main st.
Cole, Nathan.	Cole Com'n Co.	Commission.	213 N. Second st.
Cole, Amedee B.			
Cole, Charles B.	H. C. Cole Milling Co.	Miller.	Chester, Ills.
Cole, George.	Huntley, Cranston & H.	Mill Machinery	512 Cham. of Commerce.
Coleman, B. C.	H. C. Coleman & Co.	Commission	518 Cham. of Commerce.
Coleman, W. P.	Rich Hill Zinc Co.		Security Building.
Collins, H. B.	Whittaker & Hodgman	Brokers	300 N. Fourth st.
Collins, Thos. R.	Martin Collins, Son & Co.	Insurance	101 N. 3rd st.
Collins, Martin.	Martin Collins, Son & Co.	Insurance	101 N. 3rd st.
Collins, C. F.			Odd Fellows Bld'g.
Collins, Rob't E.	Collins & Jamison	Attorneys.	Union Trust Building.
Collister, S. J.	Lackawanna Line		House Building.
Comfort, C. D.		Real Estate	17 N. 10th st.
Compton, Rich'd J.	Compton & Sons Lith. & Ptg. Co.		212 Locust st.
Comstock, Thomas G.		Physician	5401 Washington av.
Concannon, F. T.	Bardlett & Concannon.	Fancy Grocer & Prov.	507 N. Second st.
Conley, John C.		Fanner and Broker	Columbia, Mo.
Conn, Luther H.		Mining	510 Pine st.
Connor, Thomas J.		Boiler & Pipe Cover'g.	714 N. Main st.
Connor, P. F.	Connor Bros.	Commission	Gay Building.
Connor, M. J.			
Connor, W. P.	Connor Bros. & Co.	Commission	Gay Building.
Conrad, J. F.	J. F. Conrad Grocer Co.		2708 Franklin ave.
Courad, Peter		Steamboatman	1429 Chouteau av.
Coutrades, Edwin H.	Donk Bros. Coal Co.		Cham. of Commerce.
Couzelman, Theophilus	Crunden-Martin Woodenware Co.		Second and Chestnut.
Cook, Douglas G.	American Wine Co.		3021 Cass av.
Cook, Michael			2223 Sullivan ave.
Coon, D. F.			For Scott, Kas.
Cooper, A. D.	Graham Paper Co.	Paper	217 N. Main st.
Cooper, M.		Cotton	Little Rock, Ark.
Copp, Samuel	Bellefont'e Cem. Ass'n.	Secretary and Treas'r	333 Olive st.
Coquard, L. A.		Banker and Broker	124 N. Third st.
Corbin, F. M.			
Corcoran, Wm. J.	Wm. J. & J. W. Corcoran & Co.	Commission	337 N. Fourth st.
Corcoran, James W.			
Cordes, D.	D. Cordes & Co.	Flour and Feed	1928 S. Twelfth st.
Cordes, John F.			1901 N. Grand av.
Cornell, Benjamin P.	with Plant Seed Co.	Seeds.	314 N. Fourth st.
Cornellius, N. H.		Mill Furnishing.	1119 N. Sixth st.
Corrington, Nelson A.	Rosedale Hay and Grain Co.		Delmar and Cates avs.
Cosh, James	Cosh, Murray Co.	Grocers.	Seattle, Wash.
Coste, Paul F.		Lawyer	319 N. 4th st.
Cottrill, W. R.	Cottrill Bill Posting Co.		516 Walnut st.
Coudry, Harry M.	Coudry & Scott.	Insurance	Third and Pine sts.
Course, John B.	Chas. Pope Glucose Co.		Venice, Ill.
Cousins, George	Cousins Tea Co.		521 Market st.
Cox, Charles A.	Cox & Gordon	Pork Packers.	1019 S. Third st.
Coyle, James F.	Coyle & Sargent.	Wholesale Silks	524 Washington av.
Coyle, B. H.	Hine & Canada So. Line.	Cont. Agent	512 1/2 Chestnut st.
Crabb, J. D.	Consolidated Coal Co.		Laclede Building.
Craft, Henry G.	Bernst & Craft.	Flour Commission	8 S. Main st.
Cram, Geo. T.	American Cen. Ins. Co.	President	Broadway & Locust sts.
Crandall, John E.	Eaton, McOlellan & Co.	Commission	6 S. Main st.
Crawford, James E.			3119 Pine st.
Crawford, Jno. H.	Lackawanna Line		Laclede Building
Crawford, B. W.	S. W. Crawford & Co.	Lumber	DeSoto, Mo.
Crevelling, H. C.			1425 Lucas place.
Cromble, S.	L. V. Carlan & Co.	Real Estate	311 Chestnut st.
Crosman, Henry	E. St. L. Pkg & Pro. Co.		409 Morgan st.
Crothers, John U.	The McPheeters Warehouse Co.		1104 N. Levee.
Crome, C. C.		Real Estate	3602 N. Broadway.
Crouch, J. N.		Real Estate	16 N. Eighth st.
Cullen, Michael J.	Cullen & Kelly.	Livery	1212 N. 7th st.
Culver, L. A., Jr.	Culver Grain Co.		322 Pine st.
Cumiskey, James	Jas. Cumiskey & Co.	Broker	118 N. Third st.
Cumiskey, W. H.		Feed	Leonard and Easton avs
Cunningham, C. H.	St. Louis United Elevator Co.	Storage.	Rialto Building.
Cunningham, E. H.			
Cunningham, Dickson.	Block, Dean & Co.	Commission	418 Cham. of Commerce.
Cupples, Sam'l.	Sam'l Cupples Wood & Willowware Co.		Seventh and Spruce sts.
Currie, W. I.	Pope-Currie Com. Co.		43 Gay Building.
Currie, Thomas L.		Grain Inspector.	407 Chamber of Com.
Dacey, James A.	Dacey & Co.	Commission	1204 N. Third st.
Dacey, Patrick.			
Dallam, Douglas	Nashville C. & St. L. Ry		Laclede Building.
Daly, Fernand V.		Broker	307 1/2 Pine st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Dameron, Ed. C.			715 Chestnut st.
Damhorst, Casper		Soda.	1030 S. Twelfth st.
Damhorst, Henry		Insurance Agent.	919 Chestnut st.
Damke, Henry		Teamster	3319 Lemp av.
Damon, Charles P.	C. P. Damon & Co.	Wholesale Liquors.	Laclede Building.
Dana, George D.	Excelsior Manuf'g Co.	Secretary	616 N. Main st.
Danforth, A. H.		Merchant	Charleston, Mo.
Danforth, W. H.	Robinson-Danforth Commission Co.	Levee and Chestnut st.	
Darst, James W.		Real Estate	Wainwright Building.
Daub, Harry W.	Schreiner, Flack Grain Co.	Commission.	116 N. Fourth st.
Dausman, Geo.	Geo. Dausman Real Estate Co.		802 Chestnut st.
Davidson, J. M.			208 Cham. Commerce.
Davidson, George	Davidson & Brewer	Teamsters.	3220 Iowa av.
Davis, John D.		Lawyer	421 Olive st.
Davis, Thos. W.	St. L. Market Rep'r Co.	Reporter	112 Chestnut st.
Davis, C. B. H.	C. B. H. Davis & Co.	Real Estate	320 Chestnut st.
Dawson, James P.	Frank, Dawson & Garvin, Lawyers		304 N. Eighth st.
Dean, Charles L.	Ludlow-Saylor Wire Co.		116 S. Fourth st.
Dean, O. M.			
Dean, Eugene G.	O. M. Dean & Co.	Produce.	125 N. Main st.
Dean, Wm. B.	Block, Dean & Co.	Commission	417 Cham. of Commerce.
Dean, Murry	Dean Mill Co.	Flour.	Ava, Ill.
Deathe, E. A.	F. E. Fowler & Co.	Insurance.	317 N. Third st.
DeBolt, Washington			
DeBolt, A.	A. DeBolt & Co.	Printers	318 Locust st.
DeCamp, Arthur P.	A. P. DeCamp & Co.	Pig Iron, etc.	411 Olive st.
Decker, John	Jno. Decker & Co.	Livery	821 N. Sixth st.
Dehner, Adolph	Dehner, Wuerple M. B. Co.		1611 S. Third st.
Delbel, Fred.		Flour and Feed.	2201 Franklin av.
Delbel, Louis P.	Fred Delbel.	Flour and Feed.	2201 Franklin av.
Delaheld, Wallace	Delaheld & Snow	Insurance	300 N. Third st.
Delaney, John O'P.		Real Estate	108 N. Eighth st.
Delaney, W. R.	Bank of Centreview	Cashier.	Centreview, Mo.
Delano, Rufus J.		Attorney	Laclede Building.
DeMain, Silas	S. L. Bolt & T. Works		404 So. Levee.
DeMary, T. C.	T. C. DeMary & Co.	Brokers	18 S. Main st.
DeMeill, Alexander N.		Capitalist.	301 Olive st.
Denchey, John			811 Chestnut st.
Dennis, John M.	E. B. White Grain Co.		500 Cham. of Commerce.
Denton, W.	Denton Bros.	Grain.	Waverworth, Kan.
Desloge, F.		Capitalist.	322 Pine st.
Denvir, Jno. B.	Hayden Saddlery H. W. Co.		512 N. Main st.
Devoy, Edward	Devoy & Feuerborn.	Coal	331 N. Seventh st.
DeYong, A.	Drummond Tobacco Co.		400 S. Fourth st.
DeWitt, L. B.		Broker.	116 N. Fourth st.
Dickson, Joseph	Dickson & Smith.	Lawyer	417 Pine st.
Dickey, E. M.	E. M. Dickey Co.	Grain	705 Monadnock bl., Chicago
Dickinson, Albert	The Albert Dickinson Co.	Seeds	1600 Clark st., Chicago
Dickinson, W. C.		Commission.	22 N. Second st.
Dickinson, Chas.		Seeds.	1600 Clark st., Chicago.
Dickmann, Joseph F.	J. F. Dickmann & Co.	Seeds and Grain.	2910 Oregon av.
Dieckman, John H.	Wernse & Dieckman	Bankers and Brokers	317 N. 4th st.
Dieckmann, Henry		Flour and Feed.	1611 S. Ninth st.
Dieckroeger, F.		Feed.	1821 O'Fallon st.
Diekenga, I. E.	Deceased.		
Diekman, Ferd	Ferd Diekmann & Co.	Flour and Feed.	2313 S. Broadway.
Diekman, Joseph	Jos. Diekman & Co.	Flour and Feed.	1210 Biddle st.
Dines, W. C.	St. L. Sewing Mach. Co.		1112 Pine st.
Doane, Dana		Farmer	Perry, Ills.
Doan, Geo. P., Jr.	Ford & Doan	Commission.	317 N. Second st.
Dobson, David	with R. Cleary Com. Co.	Commission	124 Cham. of Commerce
Docter, Casper H.	St. Louis Fruit Co.		2201 N. Ninth st.
Dodds, J. C.		Builder	1309 St. Charles st.
Dodson, Joseph		Grain.	Shipman, Ill.
Dodson, J. W.	The Dodson & Hills Mfg. Co.		Third and Cedar sta.
Dodson, James T.			Kingshighway & Easton av
Doggett, Lewis C.	N. K. Fairbanks & Co.	Lard Refiners.	Rialto Building.
Donahoe, Martin P.	B. C. Davis & Co.	Dry Goods.	B'way & Washington av.
Donaldson, A. R.	Donaldson Bond and Stock Co.		Third and Olive st.
Donaldson, John W.	Donaldson Stk. & Bd. Co.	Bankers & Brokers.	Third and Olive sts.
Donaldson, Wm. R.		Attorney	Broadway & Walnut st
Donk, E. C.	Donk Bros. Coal Co.	Coal Dealers	3rd and Pine.
Donnell, J. W.	Donnell Mfg. Co.		106 S. Seventh st.
Donnelly, Bernard	Donnelly Bros.	Livery	2039 Wash st.
Donnewald, G. H.	G. H. Donnewald & Co.	Coal.	2000 Clark av.
Donovan, J. T.	J. T. Donovan Real Estate Co.		7th and Chestnut st.
Donovan, Jno. F.			317 Pine st.
Donzelot, Eugene			
Donzelot, E. F.	E. Donzelot & Son.	Commission	16 S. Main st.
Dornitzer, Jos.		Real Estate.	205 N. Eighth st.
Dougherty, Matthias		Grocer	1201 Pine st.
Douglass, John H.	The Knapp, Stout Lumber Company		Salisbury and Hall st.
Dozier, L. D.	Dozier Cracker Co.	Bakers.	16th and Morgan sts.
Drown, P. S.	Miss. & O. Riv. Pilots So. Secretary		325 Chestnut st.
Drury, James B.		Cotton.	Main and Walnut sts
Dryden, John W.		Lawyer.	Union Trust Building.

NAME.	FIRM.	BUSINESS.	LOCATION.
Duffy, C. N.	Citizens Railway Co.	Secretary	2820 Easton av.
Duffy, Joseph A.	J. A. Duffy & Co.	Real Estate	508 Chestnut st.
Dula, H. E.	Drummond Tobacco Co.		Fourth & Spruce sts.
Dunham, John S.	Dunham Manuf'g Co.	Desiccated Coconut	3 Locust st.
Dunn, F. E.		Commission	621 N. Fourth st.
Dunn, Thos.	Thos. Dunn Loan, Storage & Mer. Co.		912 Franklin av.
Duross, James.	Duross & Olcott.	Planing Mill	3300 N. Broadway.
Dustin, F. W.		Steam Laundry	3040 Ch. st. nt. t.
Dutcher, C. O.	Bd. of Grain Inspect'rs.	President	407 Chamber of Com.
Dutcher, I. V. W., Jr.	R. W. & O. R. Ry and Ontario Despatch.		1348 Flaney av.
Dutro, John M.	St. Louis Car Wheel Co.		118 N. Third st.
Dwyer, John.		Real Estate	Spring av. & P. R. R.
Dyas, R. J.	Dyas Bros. & Co.	Real Estate	116 1/2 N. 8th st.
Dyer, D. P.		Real Estate	Wainwright Building.
Dyer, E. H.		Lawyer	Union Trust Building.
	Mound City Paint and Floor Co.		406 N. Second st.

Eakin, Chas.		Grain Broker	22 N. Second st.
Easton, A. N.	Easton, McClelland & Co.	Commission	8 S. Main st.
Eberde, C. A.		Flour	Laclede Building.
Ebling, John	Ebling & Hansen.	Produce	1027 N. Third st.
Edenborn, Wm.	Con Steel & Wire Co.		1836 Papin st.
Edgar, T. B.			3739 Westminster Place.
Edmunds, Henry L.	Criminal Court Judge.		Four Courts.
Edwards, B. F.	Nat'l Bk. of Commerce.	Asst. Cashier	Broadway and Olive st.
Edwards, Louis	Mississippi Glass Co.	Glass Manufacturers	Main and Angelica sts
Edwards, Jas. C.	Box Mill Co.	General Manager	Kansas City, Mo.
Edwards, Jos. White.	Jones, Edwards & Co.	Liquors	623 N. Second st.
Edwards, Geo. L.	A. G. Edwards & Son.	Brokers	515 Olive st.
Eggers, H. B.	Meramec Mills.	Millers	Eleventh and Clark av.
Eggers, F. W.	H. B. Eggers & Co.	Millers	Eleventh and Clark av.
Ehlerrmann, Charles	Chas. Ehlerrmann Hop and Malt Co.		22d st. and Scott av.
Ehler, Frank E.	Daily Commercial Bulletin		115 Pine st.
Ecks, A. W.	St. Western Tobacco Co.		516 Manchester Road.
Einstein, Wm.	Commercial Electrical Supply Co.		321 Pine st.
Eiseman, B.	Rice, Stix & Co.	Dry Goods	Tenth & Washington av
Eisenburg, John		Granitoid	2015 Gratiot st.
Eisenhardt, Hermann.		Soap Manuf.	101 N Second st.
Eisenmayer, J. C.		Banker	Trenton, Ills
Eisenmayer, P. H. jr.	So. Ill. Elevator Milling Co.		Murphysboro, Ill.
Eibrecht, George H.	Kaup & Eibrecht.	Commission	1014 N. Third st.
Ellerbe, C.	Union Cas. & Surety Co.	President	Wainwright Building.
Ellis, Wm. A.	Merchants' Life Ass'n.		Broadway and Olive
Ellis, Wm. C.	with Kehlor Bros.	Milling	401 Cham. of Commerce.
Ellwell, John W.		Commission	223 N. Main st.
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ills.
Emery, F. B.	Empire Line.	Agent	224 Chestnut st.
Engel, L. F.			3906 Cook av.
Engel, Wm.		Teamster	2301 Wisconsin av.
Eno, E. Bates	E. B. Eno & Co.	Brokerage Co.	533 Cham. of Commerce.
Eppelsheimer, Frank.	Fisher Flour Co.		204 Market st.
Era, John R.		Steamboatman	1100 N. Third st.
Escrich, Henry		Grocer	3600 Gravois ave.
Esmueller, Fred.	Esmueller & Barry	Millwrights	21st and Walnut sts.
Espenschied, Fred. F.	Espenschied & Dietmeyer.	Real Estate	623 Chestnut st.
Espenschied, Chas.			3300 Washington av.
Ets, Frank.	Frank Ets & Co.	Commission	112 N. Second st.
Euston, Alex.	Crown Lined Oil Works		16th st. and Clark av.
Evans, Jas. W.	McCann-Evans Realty Co.		1011 Chestnut st.
Evans, Jos. N.	} Evans Bros.	Tobacco Commission	16th and Poplar sts.
Evans, C. O.			
Evans, David G.		Tea, Coffee and Spices	604 N. Second st.
Evill, John H.	Pacific Hay & Grain Co.		444 S. Theresa av.
Ewald, Jacob C.	Kaup & Eiron Co.	Iron, &c.	214 Cham. Commerce.
Ewald, L. P.			112 N. Second st.
Ewing, James F.	Salt Ass'n of Mich.		105 N. Third st.
Ewing, A. B.			Laclede Building.
Ewing, W. K.	Crecent Elevator Co.		Rialto Building.
Eyster, W. C.	W. C. Eyster & Co.	Staves, etc.	123 N. Main st.

Fair, Campbell		Clergyman	G. Rapids, Mich.
Fairham, Geo. G.	G. G. Fairham & Bro.	Commission	920 N. Third st.
Fairham, Isaac F.	Geo. G. Fairham & Bro.	Commission	218 N. Third st.
Faris, Charles A.		Real Estate	Wainwright Building.
Farley, J. H.		Commission	108 N. Fourth st.
Farrelly, Thos. F.		Real Estate	812 Chestnut st.
Fath, Conrad	Puff-Slaughter Co.	Commission	Bd. of Trade, Chicago.
Fath, A. J.			514 Cham. of Commerce
Fath, Oliver J.	Jerome Hill Cotton Co.	Commission	116 S. Main st.

MEMBERS OF THE

NAME.	FIRM.	BUSINESS.	LOCATION.
Faulconer, H. K.	Mem. & Charleston R.R.		106 N. Broadway.
Faulkner, Wm. R. Jr.			
Faust, A. E.	Faust & Sons Oyster Co.	President.	Fifth and Elm sts.
Fears, John C.	Crescent Elevator		Laclede Building.
Feenan, Arthur P.	Jas. Meagher & Co.	Pork Packers	1800 N. Main st.
Felckert, Louis.	W. J. Lemp.	Clerk	15th and Cherokee str
Feiner, Geo. Wm.	Engelke & Feiner		308 S. Broadway.
Feiner, Frank	Engelke & Feiner	Millers	308 S. Broadway.
Feldbusch, Hermann		Teamster	2108 Blair av.
Felkel, E. E.	Nanson Com. Co.		202 Cham. of Commerce
Fennerty, Edw.			429 S. Sixteenth st.
Fenske, P. E.	Gilsonite Roofing & Paving Co.		Wainwright Building.
Ferguson, Hugh	Hugh Ferguson & Co.	Provision Brokers	225 N. Third st.
Ferguson, D. K.	Mechanics' Bank	President	Fourth and Pine sts.
Ferguson, Chas. W.	National Lead Co.		10th and Clark av.
Ferris, Franklin	Rowell & Ferris	Lawyers	418 1/2 Olive st.
Feuerbacher, Frank W.	F. W. Feuerbacher & Co.	Maltster	2705 S. Broadway.
Field, Eugene	Traders' Despatch		Laclede Building.
Field, Frank	O. H. Peckham Candy Co.		7th & Spruce sts.
Field, John T.	Jno. T. Field & Co.	Real Estate	Laclede Building.
Fife, Chas. R.	Chas. R. Fife & Ross Com. Co.	Merchandise Broker	Security Building.
Figueroa, A. de	St. L. Transfer Co.	Gen'l Manager	2 S. Broadway.
Figueroa, F. S. de	St. L. Transfer Co.		Second and Poplar sts.
Filley, Chauncey I.			2700 Chestnut st.
Filley, John D.	St. Louis Trust Co.		Fourth and Locust sts
Finck, J. C. Jr.	J. C. Finck Mfg. Co.	Barytes, etc.	161 Barton st.
Finigan, T. J.	T. J. Finigan Produce Co.		149 N. Third st.
Finty, Thos.			Xenia, Ill.
Fischer, John C.	Fischer Flour Co.		204 Market st.
Fischer, C. H.	German Savings	Teller	Fourth and Pine sts.
Fischer, Louis F.	Chas. Tiedeman Mfg. Co.		O'Fallon, Ill.
Fischer, Joseph	P. J. Gilmartin	Commission	513 Cham. of Commerce
Fisher, George D.	G. D. Fisher & Co.	Real Estate	209 N. Eighth st.
Fisher, John A.	J. A. Fisher & Co.	Hay	Fourth & Chestnut sts.
Fisher, John J.	M. & M. G. R. R.		Laclede Building.
Fisher, Francis			24 N. Third st.
Fisse, Wm. E.	Fisse & Allen	Attorney	417 Pine st.
Fitzgerald, Wm. J.	T. J. Lonergan & Co.	Commission	303 Cham. of Commerce.
Fitz Gibbon, J. D.		Builder	1815 Pine st.
Flach, Joseph	New Athens Milling Co.		New Athens, Ill.
Flack, Charles E.	Schreiner, Flack Grain Co.	Commission	116 N. Fourth st.
Flanagan, George M.	Flanagan & Co.	Millers	1913 S. 3rd.
Flanagan, Francis G.			Wainwright Building.
Flanagan, Chas. H.	Flanagan & Co.	Millers	1913 South 3rd.
Flebbe, Hermann	Western Candy and Bakers Supply Co.		216 S. Third st.
Fleming, Thos. H. B.	with O'Connor & Co.	Market Reporter	112 Chestnut st.
Flesh, M. M.	Flesh & Mook Painting Co.		417 N. Third st.
Flesh, Edw. M.	Collier Shot Tower Co.	Asst. Manager	Security Building.
Flitcraft, P. R.	Circuit Court	Judge	Court House.
Flournoy, T. S.		Tobacco	117 Market st.
Foell, Christian			8108 Wisconsin av.
Foell, Henry		Commission	123 Market.
Foerstel, Michael			4388 Clayton av.
Foley, Daniel J.			Henderson, Ky.
Forbes, R. T.	Stephens Lith. & Eng. Co.		211 Washington av.
Forster, C. August	Hyde Park Brew'y Co.		Ballsblury & Florissant av
Forster, C. Marquard	St. Louis Brewing Ass'n.		309 S. Sixth st.
Forster, Marquard	M. Forster Real Estate Co.		2303 Dickson st.
Foskett, Hosra	Foskett & Kissner	Feed.	4247 N. Broadway.
Fouke, Phil B.	Funsten Bros. & Co.	Commission	106 N. Main st.
Fowler, Edwin		Insurance	Odd Fellows' Building.
Fowler, F. E.	F. E. Fowler & Co.	Insurance	315 N. Third st.
Fraley, M.	Moses Fraley & Co.	Insurance	110 N. 3rd st.
Francis, David R.	D. R. Francis & Bro. Com. Co.		Laclede Building.
Francis, T. H.	with D. R. Francis & Bro.	Commission Co.	Laclede Building.
Francis, John R.			Deceased.
Franciscus, James M.			Bank Com. Building.
Franciscus, James M. Jr.	Moffitt & Francis	Real Estate.	703 Chestnut st.
Frank, Henry	B. Baer & Co.	Produce.	114 Elm st.
Frank, John F.		Grain	Okawville, Ill.
Frank, Joseph	Frank Bros.	Drygoods	138 State st., Chicago, Ill.
Frank, L.	Frank & Heliendall	Hides and Wool	107 Elm st.
Frank, Max		Horses and Mules	4239 N. Market st.
Frank, Nathan	Frank, Dawson & Garvin	Attorney	304 N. Eighth st.
Franklin, Joseph	Wm. Barr Drygoods Co.	Drygoods	Sixth and Olive sts.
Freeborn, Charles S.	Star Union Line	Freight Agent	309 Olive st.
Freeman, C. L.			E. St. Louis, Ills.
Freeman, T. W.	American Wire & Iron Co., Manuf'y Wire.		Bank of Commerce Bldg.
Freker, L. A.	L. A. Freker & Co.	Produce	1139 N. 3rd st.
Freudenstein, Louis D.	Freudenstein Grocer Co.		2323 Clark ave.
Freund, L.	L. Freund & Bro.	Bakers	513 S. Third st.
Fritsch, C. R.	Jefferson Mutual Fire Insurance Co.		304 N. Eighth st.
Fritsche, Charles E.	Accountant.		Eighth and Howard st.
Fritschle, Robert		Grocer	5000 Gravois av.
Frommann, Paul		Distillers' Agent	24 N. Second st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Fruin, Jno. J.	Fruin, Bambrick Con. Co., Contractors.		923 Olive st.
Fruin, Jeremiah.	J. P. Funk & Co.	Tallow, etc.	318 Hall st.
Funk, Joseph P.	Funsten Brothers & Co.	Commission.	108 N. Main st.
Funsten, R. F.	Picker & Beardsley.	Commission.	214 N. Main st.
Furlong, Wm.	Jacob Furtb Grocer Co.	Architect.	418½ Olive st.
Furlong, Thomas J.	Furz & Backer.	Flour.	717 Third st.
Furz, Jacob.	Bi-Metallic Mining Co., President.		801 S. Main st.
Furz, Louis.			Security Building.
Furz, Paul A.			
Gabriel, Conrad.	C. Gabriel & Bro.	Feed.	2650 Chouteau av.
Gabriel, Wm.	Gen'l Manager St. Louis Exposition.		Thirteenth & Olive sts.
Gaiennie, Frank.	Muldoon & Co.	Provisions.	307 S. Main St.
Galvin, James F.	Woodward Flour Co.	Flour, Grain & Sugar.	200 S. Commercial st.
Gandolfo, John B.	Messmore, Gannett & Co.	Commission.	508 Cham. of Commerce
Gannett, John M.	American Oak Leather Co.		421 N. Fourth st.
Gardner, John A.	S. W. Cobb & Co.	Commission.	317 Cham. of Commerce
Gardner, Wm. A.	American Biscuit Co.		16th and Morgan sts.
Garneau, Joseph, Sen.	American Biscuit Co.		Omaha, Neb.
Garneau, Joseph, Jr.	American Biscuit Co.		16th and Morgan sts.
Garrett, James W.	J. W. Garratt & Co.	Ry. Supplies.	2028 Walnut st.
Garratt, John W.	Franklin Bank.	Banking.	Fourth and Morgan sts.
Garrels, G. W.	Wm. Garrels & Co.	Cooper Supplies.	2130 DeKalb st.
Garrels, Wm.	Big Muddy Coal & Iron Co.		Walwright Building.
Garrison, O. L.	National Cereal Co.		206 N. Commercial.
Garrity, F. I.	Southern Boiler Works.		1201 S. Second st.
Garstang, Richard.	Farmers' & Merchants' Bank, President.		Hannibal, Mo.
Garth John H.	L. Garvey & Co.	Produce & Commission.	701 N. Third st.
Garvey, Lawrence.	W. M. M. McKeen & Co.		6 N. Second st.
Gasser, Emil.	Granby Mining & S. Co.		Sixth and Locust.
Gatch, Elias, S.	Geisel Mfg. Co.		225 S. Second st.
Gauch, Henry J.	Henry Gaus & Sons.	Box Factory.	2100 N. Main st.
Gaus, H. Jr.	H. Gehner Distilling Co.	Whiskey.	801 Market st.
Gebhardt, Geo. E.		Flour.	Highland, Ill.
Gehner, H.		Peanuts.	518 N. Second st.
Gelsmann, Otto.	Chapin & Co.	Mill Feed.	511 Cham. of Commerce.
Gennett, Henry.	Gerber Fruit Co.		910 N. 3rd st.
Geraghty, John E.			2319 Clark av.
Gerber, Charles.	Fred Abels & Co.	Plumbers.	906 N. Sixth st.
Gerdsman, August.			104 N. 8th st.
Gerhard, O. J.	F. H. & C. B. Gerhart.	Real Estate.	707 Chestnut st.
Gerhart, P. G.			4459 St. Louis ave.
Gerhart, Chas. B.		Teamster.	3401 N. 9th st.
Gerke, Henry C.		Insurance.	6 N. Third st.
Gerke, Henry.		Commission.	Fourth and Pine sts.
Gerlach, W.	Gessler & Kraussnick.	Broker.	108 N. Fourth st.
Gessler, Emil W.			
Gessler, E. A.	W. P. Gettys & Son Provision Co.		113 N. Main st.
Gettys, James M.	St. Ls. Grain Elev. Co., Superintendent.		Rialto Building.
Gettys, Thos. B.	Deceased.		
Gibbs, John B.	J. T. Gibbons & Co.	Grain.	57 Peters st., N. O.
Gibbons, John T.	Chas. Ehlerman Hop and Malt Co.		Twenty-second & Scott
Giesecke, Otto.	Chris Sharp Com. Co.		305 N. Main st.
Gieselman, Frank H.	John F. Giesler & Bro.	Feed.	1831 Franklin ave.
Giesler, John F.	Gilbert Book Co.	Publisher.	306 N. Fourth st.
Gilbert, W. J.	Armstrong-Gilbert Cork Co.	Brewers' Supplies.	23 S. Fourth st.
Gilbert, Sidney L.	Armstrong-Gilbert Cork Co.	Brewers' Supplies.	23 S. Fourth st.
Gilbraith, John W.	Hugh Ferguson & Co.	Bookkeeper.	305 N. Third st.
Gilkeson, John M.	Gilkeson & Bloss Com. Co.	Commission.	112 Walnut st.
Gillis, John.	Gillis Bros.	Commission.	306 N. Main st.
Gilmartin, F. J.	P. J. Gilmartin & Co.	Commission.	307 Cham. Commerce.
Gintz, Adam.	Western Brewery Co.	Brewers.	Belleville, Ills.
Ginocchio, D.	Ginocchio Bros. & Co.	Fruits.	713 N Third st.
Ginzel, M.		Merchandise.	Trenton, Ill.
Giovannoni, Emil S.		Justice Peace.	503 Park ave.
Giraldin, Chas. E.	Giraldin Bros. & Gates.	Real Estate.	1111 Chestnut st.
Givens, Joseph W.		Architect.	407 N. Broadway.
Glogau, Emil.	A. B. Glover & Co.	Real Estate.	Sixth and Olive sts.
Glover, A. B.			315 Cham. of Commerce.
Gockel, John J.	Kansas & Texas Coal Co.	Grocer.	3143 Cass av.
Goddard, George H.			Laclede Building.
Goddard, G. F.	E. Goddard & Sons.		
Goddard, Joseph H.	Flour Mill Co.	Millers.	Second & Rutger sts.
Godlove, George W.	Geo. W. Godlove & Co.	Commission.	114 N. Main st.
Godlove, L.	Hellman-Godlove Mercantile Co.		120 N. Main st.
Godlove, James E.	Godlove & Bauer.	Tailors.	217 Olive st.
Goebel, Fritz.	Goebel & Wetterson.	Wholesale Grocers.	27 S. Second st.
Goerger, Wm.		Malster.	1717 Singleton st.
Goerts, August.	Germania Life Ins. Co.		Am. Central Building.
Goetz, Charles W.	C. W. Goetz & Co.	Cements &c.	Eleventh & Walnut sts.
Goetz, Victor.	Merchants' Exchange, Bd. of Flour Insp.		8 S. Main st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Goldman, J. D.	Adler-Goldman Com. Co.	Cotton Factors	Main and Elm sts.
Goldsmith, H. B.	N. K. Fairbank & Co.	Lard &c	Rialto Building.
Golsan, Robert W.	Golsan-Colt Commission Co.		Fourth and Pine st.
Gouler, Chas. G.		Printer	427 Fare av.
Good, Louis C.	L. C. Good & Co.	Mdse. Brokers.	220 N. Second st.
Goodall Jno. R.	W. H. Markham & Son.	Insurance.	117 N. 3rd st.
Gordon, Samuel	Cox & Gordon	Provisions	1019 S. Third st.
Gorman, A. A.		Provision Broker	301 Cham. of Commerce.
Gorman, John I.			2319 Gamble st.
Gorman, John	Jno. Gorman & Bro.	Commission	904 N. Third st.
Gottschalk, Ed L.	F. & E. L. Gottschalk	Attorneys.	404 Market st.
Gould, E. W.			1630 S. Grand ave.
Grable, W. B.			
Grace, P. F.	Keane & Grace	Real Estate	923 Chestnut st.
Graham, Benj. B.	Graham Paper Co.	Paper Dealers.	217 N. Main st.
Graham, G. L.	Graham & Cockrell Com. Co.		512 Cham. of Commerce.
Graham, E. D.			Mexico, Mo.
Graham, Wm. H.	Bank of Republic	Cashier	214 N. Fourth st.
Granger, C. H.		White Line	Rialto Building.
Grant, W. D.		Pork Packer	3323 Garfield av.
Grant, Chas. A.	W. D. Grant	Pork Packer.	3323 Garfield av.
Grant, Alexander D.	A. G. Edwards & Son.	Broker	318 Olive st.
Grassmuck, Wm.		Commission	116 N. 4th st.
Gratz, Anderson	Warren, Jones & Gratz.	Bagging	Rialto Building.
Gratz, Benj. Jr.			Fourth and Pine sts.
Graves, Oswald	Culver Grain Co.		1809 Chouteau av.
Graves, W. W.	St. Louis Cracker Co.		411 Washington av.
Grawe, Herman C.		Jeweler	509 Chestnut st.
Gray, Melvin L.		Lawyer	401 Chestnut st.
Grayson, W.	St. L. Refrigerator & Wooden Gutter Co.		Main & Park av.
Green, Geo. S.	D. I. Bushnell & Co.	Seeds and Grain.	109 N. Second st.
Green, R. W.	St. Louis Car Wheel Co.	Car Wheels.	Bank Com. Build'g.
Green, C. C.	C. C. Green Lumber Co.		Temple Building.
Green, H. H.	Green Car-w. M'g. Co.	President.	3018 N. Broadway.
Green, Chas.	Green & LaMotte		
Green, Thomas		Real Estate	724 Chestnut st.
Green, James.	Helmbacher Steam Forge & Rolling Mill Co.		Ninth and Pine sts.
Green, Montraville		Steamboating	Alton Ill.
Green, W. L. Jr.	W. L. Green Commission Co.		304 N. Third st.
Greene, O. H.	National Lead Co.	Asst. Manager.	10th and Clark av.
Greensfelder, Joseph B.	J. B. Greensfelder & Co.		Broadway and Locust.
Greensfelder, Moses B.		Real Estate	Central, St. Louis Co.
Greenwood, Moses, Jr.	Greenwood & Co.	Real Estate.	Wainwright Building.
Greer, James G.			902 Chestnut st.
Greer, Robert C.	R. C. Greer Real Estate Co.		902 Chestnut st.
Gregg, Norris B.	Mound City Pt. & Col. Co.	Paints and Oils.	406 N. Second st.
Gregg, Wm. H. Jr.	Mound City P't & Col Co.		406 N. Second st.
Gregory, James A.			3410 Morgan st.
Gregory, Clay	Gregory Mining and Smelt. Co.		Joplin, Mo.
Gregory, A. B.			White Hall, Illa.
Greve, Henry	with Jno. Wahl Commission Co.		2 S. Main st.
Grier, J. P.			214 Cham. of Commerce.
Griesedieck, Anton	Griesedieck Artificial Ice Company.		13th & Papin sts.
Griesedieck, Henry	H. Griesedieck & Co.	Maltster.	1134 S. Twelfth st.
Griesedieck, Paul H.			1134 S. Twelfth st.
Griesedieck, Bernard	National Brewery Company		Eighteenth & Gratiot sts
Griesedieck, Joseph			
Griesedieck, Henry C.	Heim Brewing Co.		East St. Louis, Ill.
Griesedieck, Henry Jr.		Malting	1110 Park av.
Griesedieck, H. L.	H. L. Griesedieck & Co.	Liquors	715 N. 6th st.
Griesedieck, Frank	Hy. Griesedieck, Jr.	Malster	1110 Park ave.
Griffin, John S.	with R. G. Dun & Co.	Mercantile Agency	Cham. of Commerce.
Grimm, Henry J.	Grimm & Mitchell	Provisions	1701 Austin st.
Grindon, Alfred J.	Fisher & Co.	Real Estate.	108 N. Fourth st.
Gritzner, P. A.		Grain	714 Chestnut st.
Groeninger R. J.	Deceased		Slater, Mo.
Grone, Ed	Grone & Co.	Soda	13 S. Eleventh st.
Grone, Henry	H. Grone Brew. Co.	Brewery	2211 Clark av.
Grone, John G.			
Gronemeyer, J. Ph.		Grocer	4314 Page av.
Gronemeyer, C. L.	with J. P. Gronemeyer	Grocer	3028 Clark av.
Grosselder, Aug. F.	Grosselder & Bro.	Flour and Feed	2317 Easton av.
Grover Hiram J.		Lawyer	417 Pine st.
Gruensfelder, Louis		Pork Packer	3029 Shenandoah st.
Gruet, John P.	Waters Pierce Oil Co.		Odd Fellows' Building.
Gruener, Philip	Gruener Bros.	Lumber Co.	Ninth st. and Cass av.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut
Guinzburg, H. A.		R. Ticket Broker	218 N. Fourth st.
Gunnison, Geo. W.	Inland Oil Co.	Oils	Commercial Building
Guy, W. E.	Madison Coal Co.	President.	Laclede Building.

MERCHANTS' EXCHANGE OF ST. LOUIS.

13

NAME.	FIRM.	BUSINESS.	LOCATION.
Haarstick, Hy. C.	St. L. & Miss. Val. Tr. Co. President.		Main and Walnut sts.
Haarstick, Wm. T.	St. L. & Miss. Valley Transportation Co. V.P.		Main and Walnut.
Hackmann, J. F.	Deceased.		
Haering, John.		Teamster.	2014 S. Ninth st.
Haering, John Jacob.		Teamster.	2016 S. Ninth st.
Haeussler, Herman A.		Lawyer.	16 N. Fourth st.
Hagedorn H.		Liquors.	2722 N. Broadway.
Hagerman, James.		Attorney.	Wainwright Building.
Hagey, H. Given.	Hagey Bros.	Commission.	222 N. Main st.
Hahn, Chas. N.	Crown Roller Mills.		Belleville, Ill.
Hahn, Ferd.	F. Hahn & Co.	Commission.	22 S. Commercial st.
Hahn, W. A.	Kohn & Co.	Brokers.	315 N. Fourth st.
Hainsworth, Jonas.			3023 Chestnut st.
Hake, Louis Jr.	Louis Hake & Son.	Provisions.	319 N. Third st.
Hall, Charles K.	P. P. Williams & Co.	Commission.	Gay Building.
Hall, George H.	Nanson Commission Co.		302 Cham. of Commerce.
Hall, John E.	Goddard, Hall & Sheridan Grain Co.		Gay Building.
Hall, L. M.			
Hall, Willard C.	Huff Smith & Hall.	Insurance.	Wainwright Building.
Halliday, Henry L.	Halliday Bros.	Grain.	Cairo, Ill.
Halloran, M. J.	Woodlock & Gessler.	Commission.	322 Pine st.
Hamilton, R. A.	Whittaker & Sons.	Manager of Pork House.	Seventh and Carr sts.
Hamilton, Alexander.	Gartside Coal Co.	Coal.	1121 Pine st.
Hamlin, J. B.	Sherry & Hamlin.		206 Cham. of Commerce.
Hammer, L. F.		Photographer.	Ohio av. & Miami.
Hammett, F.	Anderson-Wade Real Estate Co.		Elgin and Locust sts.
Hammond Geo. J.			188 California ave.
Hancock, D. J.	D. J. Hancock & Co.	Commission.	109 N. Third st.
Hancock, Wm. P.	Mut. Ben. Life Ins. Co.		Odd Fellows Building.
Handlan, A. H. Jr.	M. M. Buck & Co.	Railroad Supplies.	212 N. Third st.
Hanebrink, C. J.	Seasinghaus Milling Co.	Vice-Prest. and Sec'y.	Ninth & N. Market sts.
Hanke, Joseph.	Centennial Mills.		Trenton, Ills.
Hanson, C. T.	P. B. Mathiason & Co.		5310 N. Second st.
Hanson, F. M.	St. Louis Stamping Co.		Second and Cass ave.
Harbers, F.		Produce.	2313 S. Thirteenth st.
Hardie, Andrew D.	Kehlor Bros.	Millers.	401 Chamber Com.
Hardin, N. C.		Attorney.	Louisiana, Mo.
Harkey, George M.	Apt. Allen Addition.		2128 S. Seventh st.
Harlow, J. B.	Bradstreet Co.		Security Building.
Harmer, R. M.		Abstracter of Titles.	Chesler, Ills.
Harney, F. L.	J. M. Harney.	Real Estate.	621 Chestnut st.
Harrigan, J.		Chief of Police.	Four Courts.
Harris, W. W.	St. Joe Lead Co.	Lead.	Laclede Building.
Harris, Ben.	B. Harris & Co.	Hides and Wool.	118 N. Main st.
Harris, Thomas M.			2803 Cassav.
Harris, James R.		Farmer.	Allenton, Mo.
Harris, David P.	Harris Bros.	Coal.	407 N. Broadway.
Harris, E. W.	Morris Harris Wool S. Co.		4427 N. 21st st.
Harrison, John F.	Citizens' Insurance Co.	Insurance.	Elitio Building.
Harrison, John W.	Bhickie, H. & H. Iron Co.		Twelfth and Papin sts
Harrison, W. B.	Harrison Berry Com. Co.		301 Cham. of Commerce.
Harrison, W. D.	Chemical National Bank.	Asst. Cashier.	6th and Locust st.
Harstick, J. C.		Teamster.	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.	Printing.	221 N. Main st.
Hart, Herman.	Hart Commission Co.		12 S. Main st.
Hartmann, Ernst.	E. Hartmann Hide and Leather Co.		1928 Gravois av.
Hartmann, Rudolph.	E. Hartmann & Co.	Commission.	101 N. Main st.
Hartman, John.		Merchant Tailor.	512 N. Broadway.
Harvey, Geo. Jr.	P. M. Brunner Granitoid Co.	Contractors.	Turner Building.
Hattersley, F.	F. Hattersley & Co.	Flour Brokers.	206 Pine st.
Hattersley, Joseph.	F. Hattersley & Co.	Flour Broker.	206 Pine st.
Hauelsen, F. G.	Hauelsen & Lang.	Produce & Commission.	1016 N. Third st.
Hauptmann, Peter.	Peter Hauptmann & Co.	Tobacco.	511 N. Third st.
Hausser G. A.	H. Broeder.	Commission.	926 N. Third st.
Hawken, Wm. H.	Cole Bros. Com. Co.		213 N. Second st.
Hayden, T. F.	Hayden Slate Co.		Twelfth and Locust.
Hayes, D. J.	St. Louis Milling Co.		Carlinville, Ill.
Haynes, Delos E.	Haynes Bros.	Real Estate.	Union Trust Building.
Haynes, W. J.	Front Bank Steel Furnace Co.		715 N. Main st.
Haynes, Wm. A.	Haynes, Gordon & Co.	Grain.	Chenoa, Ill.
Hazard, Wm. P.	with C. H. Albers & Co.	Commission.	313 Cham. of Commerce.
Healey, E. S.	Glencoe Lime & Cement Co.		Odd Fellows Building.
Healey, J. D.		Grocer.	2356 Scott ave.
Heath, A. G.	A. J. Heath & Co.	Commission.	114 Pine st.
Heege, Albert.		Grocer.	Clayton, Mo.
Heege, Theodore.		Grocer.	Kirkwood, Mo.
Heffernan, James P.	T. J. Bradshaw & Co.	Grain.	1407 Easton Ave.
Heidbreder, John H.	Liberty Brewing Co.	Brewers.	2507 Wright st.
Heidbreder, Chas. W.			2507 University st.
Heinrich, John F.	Heinrich Coal Co.	Coal.	921 Olive st.
Heinrichmeyer, Henry.		Feed.	3330 S. Broadway.
Heinzelmann, H. R.		Feed.	Kirkwood, Mo.
Heintz, Emil.	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heitzberg, Ed., Jr.	Ed. Heitzberg P. & P. Co.		3101 N. Broadway.
Heitzberg, Chas. L.			3101 N. Broadway.
Heitzberg, Geo. C.			3101 N. Broadway.

NAME.	FIRM.	BUSINESS.	LOCATION.
Helery, M. F.		Restaurant.	112 N. Third st.
Hellendall, Gustave	Frank & Hellendall	Hides and Wool.	107 Elm st.
Hellman, A. M.	A. M. Hellman & Co.	Wholesale Liquors.	508 N. Second st.
Hellman, Louis M.			508 N. Second st.
Hellman, Chas.	Hellman-Godlove Mercantile Co.		130 N. Main st.
Heltzell, D. S.	D. S. Heltzell & Co.	Commission.	10 S. Main st.
Helzel, M. D.			224 Market st.
Heman, John Henry	Heman Con. Co.		108 1/4 N. Eighth st.
Heman, August			108 1/4 N. Eighth st.
Heman, Wm.			108 1/4 N. Eighth st.
Heman, John			108 1/4 N. Eighth st.
Heman, Fred.			108 1/4 N. Eighth st.
Hemenway, Wm. D.	Peugnet & Hemenway	Insurance.	305 Olive st.
Hendee, S. A.	S. A. Hendee & Co.	Grain.	Bushnell, Ills.
Hendgen, P. J.		Insurance.	117 N. Third st.
Hennessy, Jno. M. Jr.	H. Cleary Com. Co.		517 Chestnut st.
Henseler, George		Oil.	120 S. Commercial st.
Henseler, F. F.	St. Louis Drayage Co.	Transfer.	10 Bridge Approach.
Henson, Mark.		Teacher.	Granite, Ill.
Henze, F. W.		Baker.	417 Lucas av.
Herf, O.	Herf & Frerichs Chemical Co.		4523 S. Broadway.
Herold, Theo.	Home Brewery Co.		Capital av. & Miami st.
Herold, Ferd'd	Cherokee Packet Co.		Foot of Vine st.
Herold, Adam			8 N. Second st.
Hertel, Adolph.	International Bank	Cashier.	Fourth & Chestnut sta.
Hess, Herman.	Girard Zinc Co.		157 Miller st.
Hesse, W. J.	Ill. Hydraulic Brick Co.	Brick.	Odd Fellows Building.
Hesser, John T.	Hesser & Wickham.	Coal.	Houser Building.
Heston, Edw. M.	The Knickerbocker Co.		1523 S. Compton av.
Hewit, O.	Hewit, Cochran & Co.	Commission.	205 N. Third st.
Heyde, Hermann H.	H. H. Heyde & Co.	Produce.	1131 N. Third st.
Heydt, John B.		Baker.	1613 Bridge st.
Heyman, Wm.	Krie Despatch.	Agent.	Laclede Building.
Hezel, Charles	Hezel Milling Co.	Millers.	East St. Louis, Ills.
Hezel, Morris			
Hibbard, H. W.	Vandalla Line.	Freight Agent.	Houser Building.
Hickman, W. T.	Wiggins Ferry Co.	Contracting Agent.	24 N. Third st.
Hicks, Robt. C.	Central E. R. of Ga.	General Agent.	Houser Building.
Higbee, R. B.		Merchant.	Laclede Building.
Hilger, John B.			723 Cook st.
Hilke, Christoph.		Flour and Feed.	3749 N. Broadway.
Hilke, Christ H.	Christ Hilke.	Feed.	3747 N. Broadway.
Hilmer, Henry B.		Deceased.	
Hill, Ewing	Western Advertising Co.		Union Trust Building.
Hill, G. W.	Regina Mills.	Millers.	600 S. Main st.
Hill, Jerome	Jerome Hill Cotton Co.	Cotton Factors.	116 S. Main st.
Hill, Walker	American Ex. Bank.	President.	Fourth & Pine sta.
Hill, Wm. L.	N.Y. Life Insurance Co.	Agent.	Odd Fellows Building.
Hill, James A.			Grand av. Hotel.
Hill, W. R.	Bee Line.	Agent.	Louisville, Ky.
Hill, H. M.		Lawyer.	Sixth and Olive sta.
Hilliar, W. T.			3003 N. 14th st.
Hilliard, Morris B.	Baker, Darst & Hilliard.	Commission.	205 Market st.
Hills, Edward	Dodson & Hills.	Pickles, etc.	Third and Cedar sta.
Hiltbrand, Eugene		Butcher.	7837 S. Sixth st.
Hinchman, J. G.		Provision Inspector.	14 S. Commercial st.
Hinde, John D.		Broker.	Rialto Building.
Hindmann, James H.		Farmer.	Rockwood, Ill.
Hines, W. H.		Live Stock.	Union Stock Yards.
Hinsman, Chas. B.	Hinsman Flour Co.		508 Cham. of Commerce
Hinton, H. H.	Helme Safety Boiler Co.		Bl. of Commerce Bldg.
Hirsch, I. C.	Cal Hirsch & Sons Iron & Rail Co.		317 S. Second st.
Hirschberg, F. D.	F. D. Hirschberg & Bro.	Insurance.	123 N. Third st.
Hitchcock, Henry		Attorney.	Wainwright Building.
Hitchcock, E. A.	Crystal City Plate Glass Co.		Wainwright Building.
Hoagland, Wm. Y.			4408 N. Nineteenth st.
Hobart, B. F.	K. & T. Coal Co.	President.	Laclede Building.
Hodgkins, Daniel	with R. Cleary Com. Co.	Commission.	124 Cham. of Commerce.
Hodgkins, Elbert	J. B. M. Kehler & Co.	Grain.	411 Cham. of Commerce.
Hodgman, Chodman	Whitaker & Hodgman.	Stock & Bond Brokers.	307 Fourth st.
Hoepker, Louis	L. Lemcke & Co.	Commission.	Fourth & Pine.
Hoffman, August	Hoffman Stave Co.	Coopers.	Foot of Utah st.
Hoffmann, Chr. F.	Superior Ice & Cold Storage Co.		Twelfth and Palm.
Hoffman, S. H.		Builder.	Globe-Dem. Building.
Hoffman, Louis.	Meyer & Hoffman.	Brewers' Supplies.	22 S. Main st.
Hofmann, F. W.	Hofmann Bros. Prod. Co.	Produce and Grocers.	700 N. Second st.
Hofmann, Ben C.			
Hogan, George H.	Hogan Commission Co.		118 N. Main st.
Holland, George H.	Bridge & Beach Mfg. Co.	Stores.	Main and Almond sta.
Holliday, Sam'l N.		Attorney.	306 1/2 Olive st.
Hollister, Eli T.	Redemeyer-Hollister Commission Co.		1037 N. 3rd st.
Hollmann, Henry C.	H. C. Hollman & Co.	Produce.	21 N. Main st.
Hollmann, Julius	Fischer Flour Co.		304 Market st.
Holmes, Jesse H.	with H. & L. Chase	Bags.	28 N. Main st.
Holtzhaus, Louis J.	Fourth Nat'l Bank.	Vice President.	Rialto Building.
Holtzelaw, Frank	Janis, Phillips & Co.		9th and Locust sta.

MERCHANTS' EXCHANGE OF ST. LOUIS

15

NAME.	FIRM.	BUSINESS.	LOCATION.
Homes, F. B.	Deceased.		
Homes, Charles R.	Peterson & Homes	Queensware	516 Locust st.
Hopkins, James	Diamond Match Co.	President	1800 S. Second st.
Hopkins, George K.	Hopkins-Weller Drug Company	Wholesale Druggists	503 N. Main st.
Hopkins, Innis	Erle Dispatch		Laclede Building.
Hoppe, E. F.	Chas. Hoppe & Son Malting Co.		717 Park av.
Hopplus, Herman F.	Mullen & Hopplus		
Horn, Benjamin F.	Painting Company	Secretary and Treas'r.	114 Olive st.
Horn, Chas. W.	Benj. F. Horn	Staves and Heading	312½ Chestnut st.
Horner, William H.		Cooperage	E. St. Louis, Ill.
Horner, E. P.	Allen-West Com. Co.		6762 Garner av.
Hornsby, Joseph L.		Attorney	104 S. Main st.
Horrocks, James	R. G. Dun & Co.	Mercantile Agents	220 N. Fourth st.
Horton, Wm. M.	Rutledge & Horton	Real Estate	Cham. of Commerce.
Hoespe, Richard	German Savings Inst'n	Cashier	1005 Chestnut st.
Hough, Henry W.		Insurance	Fourth and Pine sts.
Houston, Joshua		Retired	Kirkwood, Mo.
Houston, J. M.	Houston, Meeks & Co.	Wholesale Grocers	4013 Delmar av.
Houts, Percy	G. V. Brecht B. S. Co.		423 N. Main st.
Howard, L. J.	Evans & Howard Fire Brick Co.		Twelfth and Cass ave.
Howard, W. P.	W. P. Howard & Co.	Commission	920 Market st.
Howard, Thomas	Shickle, Harrison & Howard Iron Co.		408 N. Levee.
Howard John W.		Liquors	Twelfth and Papin sts.
Howard, W. P. Jr.	W. P. Howard & Co.	Commission	307 Garrison ave.
Howe, J. C.		Merchant	408 N. Levee.
Hoyt, E. R.	Hoyt Metal Co.	Secretary	24 N. Third st.
Hubbard, Robt M.	Hubbard & Bartlett Commission Co.		4143 Clayton Road.
Huber, Andrew		Grain	Fourth and Pine sts.
Huber, Charles	Huber Milling Co.		Bunker Hill, Ill.
Hueb, Henry		Miller	Seneca, Mo.
Hudson, E. F.			Columbia, Ill.
Hudson, Wm. A.	Hudson Bros. Com. Co.	Commission	212 N. Second st.
Hudson, John		Cotton	146 Barry st.
Huff, C. H.		Insurance	101 Cham. of Commerce.
Hug, Henry	Wm. Tepe	Feed	2725 Laclede av.
Hughes, W. J.	Home Prov. & Com. Co.	Provisions	6 N. Commercial.
Hull, Leon L.	Leon L. Hull & Co.	Real Estate	804 Chestnut st.
Hull, William L.	Wm. L. Hull & Co.	Commission	413 Cham. of Commerce
Humphrey, Frank W.	F. W. Humphrey & Co.	Clothing	Pine and Broadway.
Humphreys, W. S.	W. S. Humphreys Com. Co.	Commission	46 Cham. of Commerce.
Humphreys, John D.	Humphrey's Produce Co.	Commission	712 N. Third st.
Hunkins, F. P.	Thorn-Hunkins Lime and Cement Co.		Eight and Chestnut.
Hunn, Eugene F.	Kehler Bros.	Millers	401 Cham. Commerce.
Hunt, H. M.			Pioneer Press Building,
Hunt, H. L.		Grain	St. Paul, Minn.
Hunter, R. D.	Tex. & Pac. Coal Co.		Ramsey, Ill.
Hunter, E. D.	Hunter Bros.		Fort Worth, Texas.
Hunter, E. O.	Hunter Bro.	Grain and Feed	70 Broadway, N. Y.
Hunter, Thos. M.	The Albert Dickinson Co.		Third and Chestnut sts.
Huppert, W. E.	wi Klausman Brewery Co.	Book-keeper	16th and Clark st.,
Huse, William L.	Huse & Loomis Ice Co.	Ice	Chicago.
Hussey, Thos. C.	Hussey & Co.	Grain	3639 S. Broadway.
Hussmann, Arnold	Hussman Crucible Co.		Security Building.
Hussmann, Henry		Flour	Carrollton, Ill.
Hussmann, Arnold Jr.			Mascoutah, Ills.
Husted, Edward C.	St. Joe Lead Co.		10 S. Main st.
Huston, Geo. M.	Geo. M. Huston & Co.	Brokers	2736 Dayton st.
Hutchinson, E. R.	Mechanics' Bank	Cashier	Laclede Building.
Hutchinson, James	Huttig Sash & Door Co.	Syrup & Sugar Broker	305 Pine st.
Huttig, C. H.			Fourth and Pine sts.
Hynes, Geo. A.	Geo. A. Hynes & Co.	Real Estate	204 N. Second st.
Hypes, B. M.		Physician	3900 Chouteau av.
			304½ Chestnut st.
			2005 Victor st.
Imbs, Joseph F.	J. F. Imbs & Co.	Flour Commission	120 S. Main st.
Imbs, Joseph J.	D. R. Francis & Bro. Com. Co.		Laclede Building.
Isaacs, Charles W.	St. Louis Nat'l Bank	Cashier	207 N. Broadway.
Isaacs, Eugene L.	J. L. Isaacs Wall Paper Co.		1310 Olive st.
Isenstein, Win	Bank of Commerce		Broadway and Olive st
Israel, Elmer L.	H. & L. Chase	Bagg, &c	8 N. Main st
Ittner, Anthony	Ittner Bros.	Brick Manuf'g.	29 Telephone Building.
Ittner, Wm. B.		Architects	42 Telephone Building.
Jacoby, Hugo	H. B. Eggers & Co.	Millers	Eighth and Clark av
Jacob, Joseph W.	Continental Line		111 N. 3rd st.
James J. M.			116 N. Fourth st.
James, L. S.	M. Rumely & Co.		1107 Clark av.
Jannopoulos, D.	Mo. Tent & Awning Co.	Tents	218 Chestnut st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Jarvis, Wm W.	Exchange Bank		Troy, Illa.
Jasper, Louis A.	Gaupel Commission Co.		318 S. Main st.
Jens, William	Johnson Co.		Johnstown, Pa.
Jennelle, J. A.	Red Line	Agent	Fourth and Chestnut st.
Jennings, Curtis M.	Berthold & Jennings	Lumber Commission	24 N. Fourth st.
Jenkins, Hunter, Ben.	Steamboat Agent		400 N. May st.
Jewett, E. C.	Mining Engineer		Maple State Durago, Mer.
Jinkins, B. C.		Broker	Bank Commerce Bldg.
Joerger, G. A.		Teamster	11th and Papin st.
Johnson, A. C.	Commercial Bulletin		115 Pine st.
Johnson, John D.	Chas. P. & J. D. Johnson	Attorneys	Broadway & Walnut st.
Johnson, John W.	Mutual Life Ins. Co.		421 Olive st.
Johnson, M. B. Jr.	T. E. Price & Co.	Commission	118 N. 4th st.
Johnson, Charles	E. W. Weighing Ass'n.		Laclede Building.
Johnson, Geo. W.	M. B. Johnson & Co.	City Weighers	26 S. Commercial st.
Johnson, Walter	J. B. M. Kehlor & Co.		411 Cham. of Commerce
Johnston, Geo. S.		Tin Foil Manufactory	6020 S. Broadway.
Jones, Breck	Miss. Valley Trust Co.	Secretary	303 N. Fourth st.
Jones, James E.	Crystal Plate Glass Co.		Walwright Building.
Jones, Chas. Jr.		Farmer	3023 Lucas av.
Jones, Wm. C.	Wm. C. & J. C. Jones	Attorneys	Laclede Building.
Jones, Henry T.	More, Jones & Co.	Brass Founders	1603 N. Eighth st.
Jones, L. B.		Real Estate	115 N. Eighth st.
Jones, Ap. F.		Cotton	Maryville, Mo.
Jones, Ezekiel	Jones-Pope Produce Co.	Commission	915 N. Fourth st.
Jones, L. F.	Warren, Jones & Gratz	Bagging	Rialto Building.
Jones, George P.	Geo. P. Jones & Co.	Oils	710 N. Main st.
Jones, Elias B.	S. B. Jones & Williams	Lawyer	Union Trust Building.
Jones, Vincesse, M.	John Mullally Commission Co.		406 Cham. of Commerce
Jones, Chas. K.		Real Estate	303 Pine st.
Jordan, J. M.	Jordan Floral Co.		706 Olive st.
Joy, Levi	Hubbard, Price & Buck Com. Co.		200 Cham. of Commerce.
Joy, Chas. F.		Lawyer	Bank of Commerce Bldg.
Judson, F. N.	Judson & Taussig	Lawyers	421 Olive st.
Judd, W. D.	Brinson-Judd Grain Co.		307 Cham. Commerce.
Juengling, Henry	Liederkrans Club		15th and Chouteau av.

Kachler, E.	Interstate Despatch	Agent	116 N. Third st.
Kahmann, Geo. H.	McGee, Kahmann & Co.	Manufacturer	Kansas City, Mo.
Katme, J. E.	J. E. Katme & Bro.	Real Estate Agents	619 Chestnut st.
Kaiser, John G.	Jno. G. Kaiser & Co.	Grocers	301 Franklin av.
Kaiser, Henry			
Kaiser, Jacob	Jacob Kaiser & Co.	Manufacturers	204 S. Fourth st.
Kaiser, John H.	John H. Kaiser & Co.	Grocers	Eighth and Wash st.
Kalb, G. O.	G. O. Kalb & Son	Insurance	120 N. Third st.
Kalter, A.		Hay and Grain	128 N. Fourth st.
Kammerer, L. G.	Mullanphy Say's Bk.	Cashier	1481 N. Broadway
Kauffman, Nathan	Connecticut Mutual Life Ins. Co.	Gen'l Agt.	Union Trust Building.
Kauffman, John W.	Kauffman Milling Co.	Milling	400 Cham. of Commerce.
Kauffman, F. E.			
Kaune, Wm. G.	Wonderly Coal Co.		Edwardsville, Ill.
Kavanaugh, James		Ice	1630 Clark av.
Keane, Wm.	Keane & Grace	Real Estate	223 Chestnut st.
Keable, Wm. D.	Genter & Co.	Commission	26 S. Third st.
Keeler, Henry F.	Borden & Belleak	Scales	612 N. Third st.
Keenan, James D.	Puff-Slaugliter Co.		Bd. of Trade, Chicago.
Kehoe, C. J.	F. D. Hirschberg & Bro.	Insurance	123 N. Third st.
Kehlor, D. M.	Kehlor Bros.	Milling	402 Cham. of Commerce.
Kehlor, J. B. M.			
Kehlor, James R.	Kehlor Bros.	Millers	402 Cham. of Commerce.
Kehrmann, S.	S. Kehrmann & Co.		Broadway & Market st.
Reim, Philip		Pork Packer	250 DeKalb st.
Keifeln, John M.	Consolidated Coal Co.	Agent	Foot of Locust st.
Keisley, W. H.	C. H. Albers Com. Co.		318 Cham. of Commerce.
Keiser, John P.			417 Pine st.
Keiser, C. J.	Keiser Bros. Milling Co.	Flour	Mt. Olive, Ill.
Keleher, P. F.	P. F. Keleher & Co.	Bankers and Brokers	305 1/2 Olive st.
Kellar, John A.			St. Charles, Mo.
Kelley, Geo. D. L.	Daily Commercial Bulletin		115 Pine st.
Kelly, Patrick J.	Cullen & Kelly	Livery	1210 N. Seventh st.
Kemper, Henry	G. H. Kemper & Co.	Grain and Flour	East St. Louis, Ills.
Kendrick, C. M.	C. M. Kendrick & Co.	Jobbers & Commission	314 N. Commercial st.
Kendrick, Albert S.	with H. & L. Chase	Salesman	8 N. Main st.
Kendrick, C. A.	C. M. Kendrick & Co.	Jobbers & Commission	314 N. Commercial st.
Kennard, John	Kennard & Sons Car-	Carpets	Broadway & St. Charle.
Kennard, Samuel M.			
Kennedy, M. A.	J. C. Smith & Co.	Commission	1137 N. Third st.
Kennedy, T. D.	Jeremiah Murphy	Pork Packer	2315 Morgan st.
Kennett, Wm. P.	D. R. Francis & Bro.		
	Commission Co.	Secretary	Laclede Building.
Kenny, Thomas		Coal and Feed	2613 N. Jefferson av.
Kent, Henry T.		Lawyer	Union Trust Building.

NAME.	FIRM.	BUSINESS.	LOCATION.
Kent, H. V.	A. M. Nelson Paint Co.		701 N. Second st.
Kerens, R. C.			Security Building.
Keris, Charles T.		Flour and Feed.	2031 Salisbury st.
Kern, Jacob.	W. C. Wilkinson & Co.	Commission.	123 N. Main st.
Kerner, J. V.	Crescent Grain & El. Co.		Rialto Building.
Kerr, Thos.	Dehner & Wuerpel.	Mill Furnishing Co.	1607 S. Third st.
Kessler, Anthony.	Anthony Kessler & Son.	Tanners.	3217 N. Broadway.
Keyer, S. P.		Livery.	100 St. Ange av.
Kidder, Edward M.	Kidder & Wiggins.	Brokers.	Bank Commerce Bldg.
Kiely, P. M.	P. M. Kiely & Co.	Commission.	916 N. Third st.
Kier, Wm. F.		Physician.	309 S. Broadway.
Kilpatrick, Claude.	Rutledge & Kilpatrick.	Real Estate.	717 Chestnut st.
Kimball, Benjamin.		Insurance.	411 Olive st.
Kimbrough, E. L.			
King, Goodman.	Mermod & Jaccard Jewelry Co.		Broadway & Locust st
King, Lawrence L.		Fire Insurance.	Sixth and Locust sts.
King, John W.			
King, Wm. M.	Jno. Dwight & Co.		11 Old Slip, New York.
King, Perry N.	St. Louis Tarpaulin Co.	Tarpaulins.	4 S. Commercial st.
King, D. H.	King, Brinsmade & Co.	Millinery.	709 Washington av.
Kingsland, L. D.	Kings'd & Douglass Manufacturing Co.		1621 N. Eleventh st.
Kingsland, George.	Central Union Brass Co.		623 N. Second st.
Kinan, A. B.		Provision Broker.	Bank Commerce Bldg.
Kinsella, James.	Kinsella & Co.	City Weighers.	14 S. Commercial st.
Kinsky, George J.	Geo. J. Kinsky & Co.	Real Estate.	Security Building.
Kirby, E. B.			3122 Oregon av.
Kircher, Jacob.			624 N. 8th. Quincy, Ills.
Kirk, David B.	David B. Kirk & Co.	Flour Commission.	Kansas City, Mo.
Kirk, H. F. Jr.	Wagoner-Gates Milling Co.		Independence, Mo.
Kirkpatrick, B. D.	The American Linseed & Castor Oil Co.		E. St. Louis, Ills.
Kirschbaum, Otto G.		Real Estate.	618 Chestnut st.
Kisner, John.	Foskett & Kisner.	Feed.	3246 N. Broadway.
Klaber, Fred J.		Feed.	400 Theresa av.
Klasing, Aug. F.		Grocers and Feed.	5034 N. Broadway.
Klauber, John.	A. Klauber & Son's Iron & Metal Co.		
Klauber, Daniel.			409 S. Fourth st.
Klein, Jacob.	Circuit Court.	Judge.	Court House.
Kleine, Henry C.		Grocer.	3000 McNair av.
Klien, Charles.	A. Laux.	Pork Packer.	113 Russell av.
Klinger, S. H.	St. Louis Transfer Co.	Manager.	2 B. Broadway.
Klostermann, Wm. A.		Feed.	2423 Cass ave.
Knapp, Jno. S.		Broker.	3637 Keolin av.
Knebel, L.	L. Knebel & Co.	Grain.	Pierron, Ills.
Knehaus, H. W. Jr.	H. W. Knehaus & Sons.	Commission.	1023 N. Third st.
Knight, Geo. W. J.		Salesman.	Fourth & Clark av.
Knoeblauch, C. O.		Black.	27 S. Main st.
Knox, C. G.	St. L. Nat'l Stock Yds.	Vice-President.	National Stock Yards, Ill.
Knox, Will R.	Beckhold & Co.	Bookbinders &c.	312 Pine st.
Koch, Emil J.	Inter Steel Post Co.		Equitable Building.
Koch, J. O.	Breese Mill & Grain Co.		Breese, Ill.
Koehlig, Wm.	Jos. A. Buckland & Co.	Hay and Grain.	103 S. Third st.
Koehler, C.	Columbia Brewing Co.		20th & Madison st.
Koehler, O. C.	American Brewery Co.		2318 S. Seventh st.
Koehler, Henry Jr.	American Brewery Co.		2318 S. Seventh st.
Koenigsmark, T.		Milling.	Veterloo, Ills.
Koenig, William.	Wm. Koenig & Co.	Farm Machinery.	130 S. Eighth st.
Kohlbr, Louis.		Feed.	3407 Missouri av.
Kohlbr, Louis, Jr.	Louis Kohlbr.	Feed.	3407 Missouri av.
Kohl, F.	Kohl & Niemann.	Feed.	Venice, Ills.
Kohn, Wm. M.	Kohn & Co.	Brokers.	316 N. Fourth st.
Kohn, R. D.		Broker.	Gay Building.
Kohring, Gerhard.	G. Kohring & Bro.	Wholesale Liquors.	803 N. Second st.
Kob, Adolph.		Feed.	806 S. Seventh st.
Kordjohn, Henry.		Attorney.	Laclede Building.
Kotany, M.		Stock & Bond Broker.	411 Olive st.
Kracke, J. H.	J. H. Kracke & Co.	Grain and Hay.	20 N. Commercial st.
Kraft, C. L.		Feed.	2310 Walnut st.
Kramer, Theodore.		Feed.	2210 Oregon av.
Krauth, C.	Deceased.		
Krause, Christian J.	Klausman Brewing Co.		8639 S. Broadway.
Krause, John.	Klausman Brewery Co.	Brewers.	8639 S. Broadway.
Krause, E. B. Jr.	Page & Krause Manufacturing & Mining Co.		410 Valentine st.
Krausnick, E. C.	Gessler & Krausnick.	Brokers.	106 N. Fourth st.
Kreanning, H. B.	F. H. Krenning & Sons.	Grocer.	818 N. Third st.
Kretschmar, Ernest.		Provisions.	2700 Cherokee st.
Krey, Fred.	John Krey & Son.	Fork Packers.	31st and Bremen av.
Krickhaus, A.	A. Krickhaus & Co.	Hides & Commission.	410 S. Main st.
Krickhaus, Arthur.	A. Krickhaus & Co.	Hides, etc.	410 S. Main st.
Krite, F. H.	Hazel Milling Co.	Millers.	East St. Louis, Ills.
Kroeger, Matthias.	Ry. Sayers & Co.	Commission.	216 N. Main st.
Kron, A.		Livery Stable.	2122 N. Tenth st.
Krueger, W. F.		Feed.	Luxemburg, Mo.
Kruse, E. C.			206 Deatrehan st.
Kuenke, Henry.		Flour & Feed.	3651 Gravois av.
Kuehn, Frank.	J. C. Smith & Co.	Produce.	1137 N. Third st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Kuhlman, Henry W.	Kuhlman & Bros.	Grocers and Feed	2300 Bremen av.
Kuhn, Chas.		Real Estate	521 Pine st.
Kuhn, Francis			1221 Sidney st.
Kuhs, Aug. H.	Arsenal Brewery		Twelfth & Lynch sts.
Kuhs, H. W.	H. W. Kuhs & Co.	Grocers & Commis'n	28 S. Third st.
Kuhs, Charles C.			
Kunz, Henry		Maltster	1313 Ann av.
Kupferle, E.	Kupferle Bros. Mfg. Co.		600 N. Second st.
Kurtz, Paul	Paul Kurtz & Co.	Produce	1018 N. Third st.
Kurtzeborn, Aug.	Aug. Kurtzeborn & Sons	Jewelry	413 N. Broadway.
Lackland, R. J.	Boatmen's S. Bk.	President	4th & Washington ave
Lackland, Edgar C.			Laclede Building.
Lackland, Rufus J. Jr.			1913 S. Third st.
Lacroix, Louis S.	Flanagan & Co.	Millers	204 N. 3rd st.
Lacy, A. S.		Commission	Paducah, Ky.
Laine, Michael		Builder	Builders' Exchange.
Ladlin, Addison H.	Ladlin & Rand Pow. Co.	Powder	205 N. Second st.
Lahee, Eugene H.			Alton, Ill.
Lamb, R. E.		Insurance	123 N. Third st.
Lamping, W. C.		Crescent Elevator	2120 Building.
Lamping, C. M.	W. L. Green Com. Co.		204 N. 3rd st.
Lamwersick, Fred		Cooper	Fifteenth & Blair av.
Lancaster, R. D.		Real Estate	202 N. Eighth st.
Landau, Louis	Bodenheimer, Landau & Co.	Grocers	527 N. 2nd st.
Lang, Geo. P.	Hausen & Lang	Produce	1016 N. Third st.
Lang, George	Braun-Lang Com. Co.	Flour and Commis'n	5 N. Second st.
Lang, B. H. W.	F. F. Williams & Co.	Commission	Gay Building.
Langdale, W. H.	St. L. & N. O. An. Line	Purchasing Agent	118 N. Commercial st.
Langre, Wm. A.	Germania Life Ins. Co.		Bank of Commerce Bldg.
Langenberg, Geo. F.	Langenberg Bro. & Co.	Commission	418 Cham. of Commerce.
Langenberg, H. F.			
Langenberg, F. W.	Langenberg Bros. & Co.	Commission	Chamber Commerce.
Langton, J. J. P.	Reid Bros. Pkg. Co.		Biddle and Collins sts.
Laulitz, George		Grain	Fourth and Pine st.
Lanley, John W.	Carondelet Milling Co.		7020 S. Broadway.
Lansing, E. W.		Broker	
Lansing, A. B. Jr.	Union Trust Co.		Union Trust Building.
Larkin Thos. H.	Larkin & Scheffer	Mfg. Chemists	Main and Anna sts.
Larimore, N. G.			Larimore, N. Dakota.
Latal, John J.	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourrette, James.	Columbia Zinc Works		Marion, Ind.
Laughlin, J. R.	Jas. M. Carpenter & Co.	Real Estate	106 N. Eighth st.
Laughlin, Julian			511 Pine st.
Lawain, Jos. D.		Lumber	507 N. Levee.
Lawrence, Frank.	Rio Chemical Co.		401 N. Main st.
Lay, George		Ice	7229 S. Seventh st.
Lederer, Sam'l M.	Meramec Highlands	Secretary and Treas.	208 N. Fourth st.
Lee, W. H.	Merchants' Nat. Bank	President	413 Olive st.
Lee, Wm. H.	W. H. Lee & Co.	Wholesale Liquors	715 Lucas av.
Leftwich, W. M.	Miller Elevator Co.		509 Chestnut st.
Leftwich, Morris	with Hunter Bros		46 Republican Bldg.
Lehman, S. M.	Lehman Bros.	Commission	40 Exchange place, N. Y.
Lehmer, H. G.		Insurance	1314 Olive st.
Leighton, J. F.			421 Olive st.
Lelong, A. A.	Citizen's Bank	Cashier	New Orleans.
Lemcke, L.	L. Lemcke & Co.	Commission	Fourth & Pine.
Lemcke, M. H.		Insurance	418 Locust st.
Lemp, William J.	W. J. Lemp Brew'g Co.	Brewer	Thirteenth & Cherokee
Lemp, Louis F.			
Lemp, Wm. J. Jr.			Thirteenth & Cherokee
Lemp, Carl A.			
Leonhardt, E. W.	Saxony Mills	Milling	310 Lombard st.
Leonhardt, R. H.	Saxony Mills	Flour	312 Lombard st.
Leonhardt, Martin W.		Saxony Mills	312 Lombard st.
Leschen, Henry	A. Leschen & Son	Rope and Cordage	320 N. Main st.
Levy, Felix		Wholesale Cutlery	616 St. Charles st.
Levy, M. W.			Seventh and Pine sts.
Lewedag, Chas.	Chas. Lewedag & Co.	Provisions	303 N. Fourth st.
Lewis, Turner T.	Maramac Iron Co.	Mining	333 Pine st.
Lewis, J. R.	J. R. Lewis & C.		R. R. Exchange.
Lewis, John	Court of Appeals	Clerk	Court-house.
Liebke, C. Frank		Saw Mill	Second & Buchanan sts.
Liggett, John E.	Liggett-Myers Tobacco Co.		126 Wash. av.
Lindblom, Robert	Robert Lindblom & Co.	Commission	15 Cham. of Com., Chicago
Link, Ernst			2307 Eugenia st.
Linley, Ezra H.		Merchant	714 N. Second st.
Linneman, Henry J.		Drug Broker	408 N. Second st.
Lippelt, G. H. Jr.	M. Zittlosen	Tents, &c.	107 N. Main st.
Little, George H.			4633 Easton av.
Little, Wm. C.	Wm. C. Little & Bro.	Bankers and Broker	411 Olive st.
Little, R. L.	R. L. Little Mfr. Co.		1134 N. 2nd st.
Little, H. J.	Wm. C. Little & Bro.	Brokers	411 Olive st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Litzau, August H.	Bode & Litzau Mer. Co.	Feed.	531 Manchester Road.
Locke, Geo. W.	Geo. W. Locke & Co.	Real Estate	Wainwright Building.
Lockwood, James Y.	Union Sand Co.		Security Building.
Loehr, F. Wm. M.	St. L. A. & M. Assn.	Treasurer	609 Olive st.
Loehr, F.		Saloon	110 N. Third st.
Loewen, David.	D. Loewen & Son	Broom Corn	514 N. Main st.
Logeman, C. A.	Logeman Chair Co.		3000 N. Main st.
Logeman, F. H.	Logeman Chair Co.	Chair Manufactory	3000 N. Main st.
Lohmann, Wm. H.		Hay & Grain	514 Ann av.
Lohmeyer, Louis H.	Lohmeyer & Co.	Real Estate Agents	709 Chestnut st.
Loker, George H. Jr.	Carbo-Alumina Metal Co.		2218 Washington av.
Longman, T. J.			508 Cham. of Commerce
Louderman, James H.			510 Pine st.
Louderman, John H.			4038 Lindell av.
Louderman, Jno. H. 2nd.			510 Pine st.
Louderman, Henry B.	St. Louis Sect'l Dock Co.	President.	Telephone Building.
Louderman, W. M.	Illinois Supply & Construction Co.		516 Olive st.
Louderman, H. B., Jr.		Broker	209 N. Eighth st.
Love, John E.	Love & Sons.	Real Estate	325 Chestnut st.
Lovington, Adolphus.	Lehigh & Wab. Despatch.		Bialto Building.
Love, Gilbert P.	St. L. United Elevator Co.		Bialto Building.
Lowry, J. A.	N. K. Fairbanks & Co.		101 Cham. of Commerce.
Lucas, Henry V.		Real Estate	108 1/2 N. Eighth st.
Lucas, Joseph D.			919 Chestnut st.
Lucas, John B. C.			8 N. Main st.
Ludington, F. H.	H. & L. Chase	Bags	2302 N. 2nd st.
Luehrman, Aug. F. W.	Luehrmans Bros.	Commission	412 N. Twelfth st.
Luening, H. A.	Heckel Hardware Co.		1704 Clark av.
Lumagli, Joseph.	G. Lumagli	Coal	1300 Park av.
Lungstras, Eugene.	Lungstras Dyeing & Cleaning Co.		Steamboat Agent.
Lusk, Isaac P.	Diamond Joe Line		18 S. Second st.
Luth, Fred. L.	Fred L. Luth & Co.	Provisions	
Maccabe, H. L.	Gaylord, Bleasing & Co.		307 Olive st.
Macdonald, D. J.	Macdonald & Co.	Cotton	Cotton Exchange.
Mack, Henry W.	Conner Bros.	Commission	Gay Building.
Madill, George A.	Union Trust Co.	President.	Union Trust Building.
Maestre, Antonio.	Antonio Maestre & Co.	Commission	Fagin Building.
Maftt, Charles C.	Iron Mountain Co.		Security Building.
Maftt, Wm. C.		Real Estate	Security Building.
Maftt, P. C.	Missouri Railroad Co.	President.	10 S. Compton av.
Maginn, Frank.	Gray, Maginn & Hollman	Insurance	Security Building.
Maginnis, James A.	Deguan & Maginnis	Saddlery Co.	619 N. Fourth st.
Maguire, John		Real Estate	107 N. Eighth st.
Maguire, Chas. J.	Maguire Coal Co.		Union Trust Building.
Maguire, Louis T.	Oriel Glass Co.		107 N. Eighth st.
Mahaney, M. J.		Saloon	411 Pine st.
Mallinckrodt, Edw.	Mallinckrodt Chem. Wks.	Mfg. Chemists	Mallinckrodt & Second
Manion, P. P.	Manion Blacksmith and Wrecking Company	Blacksmithing	800 N. Levee.
Mann, T. L.	H. Griesedieck & Co.	Malsters	1154 S. Twelfth st.
Manewal, Aug.	Manewal-Lange Cracker Co.		Sixth and Cass av.
Manhard, E. E.	F. C. Taylor & Co.	Commission	208 N. Main st.
Mansur, A.	Mansur-Tebbetts Imp. Co.	Farm Machinery	10th and Spruce sts.
Markham, W. H.	W. H. Markham & Son.	Insurance	119 N. Third st.
Markham, George D.	Stoble Cereal Mills.	Macaroni and Verm.	711 N. Second st.
Marks, David A.	Stoble Cereal Mills.		711 N. 2nd st.
Marks, John J.		Architect	Fagin Building.
Marley, T. F.	Geo. H. Marquardt & Bro.	Grocers	541 Brooklyn st.
Marquard, George H.	J. E. Barrett Mfg. Co.	Gravel Roofing	115 N. Eighth st.
Marquis, P. S.	Home Cotton Mills Co.	Cotton Manuf.	2420 S. Second st.
Marriott, Joseph G.	Chronicle		14 S. Sixth st.
Marshall, Frank L.	J. D. Marshall & Co.	Very Co.	510 Walnut st.
Marshall, J. H.	James Martin & Co.	City Weighers	4 S. Commercial st.
Martin, James		Merchant	509 Cham. of Commerce
Martin, M. E.		Commission	506 Cham. of Commerce
Martin, George		Commission	5116 Eads av.
Martin, Henry		Broker	516 N. Seventh st.
Martin, M. Jr.	Marx & Haas	Wholesale Clothing	1001 Chestnut st.
Marx, Harry N.	St. L. & N. O. Anchor Line	President	Union Trust Building.
Mason, Jas. H.	Wills C. Walker & Co.		Foot of Locust st.
Mason, Jno. E.	Tenn. River Packet Co.	Sec'y.	Foot of Locust st.
Mathiason, I. B.	P. B. Mathiason & Co.	Manuf'y Fertilizers	5310 N. Second st.
Mathey, C. F.	Mermod, Jaccard Jewelry Co.		Broadway & Locust st.
Matthews, Wm.		Insurance	18 N. Third st.
Matthews, Leonard			300 N. Fourth st.
Maune, August	John J. Mauntel & Co.	Commission	2586 Dodier st.
Mauntel, John H.	E. B. Brown Oil Co.	Fertilizers	30 S. Commercial st.
Maxon, John H.	A. B. Mayer Mfg. Co.		Rialto Building.
Mayer, Fred.		Real Estate	1020 N. Twelfth st.
Mayfield, Manning		Grocers	Laclede Hotel.
Mayger, Geo. E.			716 N. Third st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Mayo, Wm. H.		Masonic Secretary	Columbia Building.
Meagher, James	Jas. Meagher & Co.	Pork Packers.	1900 N. Main st.
Meara, John G.	Meara & Co.	Leaf Tobacco.	106 Market st.
Medanich, Thos.		Ice.	1811 Linn st.
Meek, A. J.	Meek, Finger & Co.	Millers.	Marion, Ill.
Meeks, J. C.	Meeks-West Grocer Co.		401 N. 2nd st.
Meier, Theodore G.	Heine Safety Boiler Co.		707 Bank of Commerce.
Meier, Henry		Wholesale Grocer	505 Franklin av.
Meier, Louis J.	Brockmeier & Bieying	Commission.	116 S. Main st.
Meinecke, Wm.		Flour	1717 S. Broadway.
Mekeel, C. H.	Mekeel's Printing Estab.		1009 Locust st.
Melton, B. A.	Melton, Barret & Co.	Commission	124 N. Commercial st.
Menke, Geo. C.	Nelson Distilling Co.		324 N. Third st.
Mephram, Geo. S.	Geo. S. Mephram & Klein	Colors, etc.	Levee and Sidney.
Mersman, Otto L.	Nelson & Mersman		Eighth and Chestnut st.
Merten, J. H.	J. H. Merton Com. Co.	Flour.	1109 N. Broadway.
Mertz, Jacob W.	J. W. Merts & Co.		127 Market st.
Messierly, S. A.		Live Stock	Union Stock Yards.
Messmore, John L.	Ballard, Messmore & Braun.	Commission.	413 Cham. of Commerce.
Messmore, A. L.	Messmore, Gannett & Co.		510 Cham. of Commerce.
Mette, Louis	Mette & Kanne.	Wholesale Liquors	403 N. Main st.
Methudy, L.		Lumber.	Wainwright Building.
Meyer, Edwin J.	Washington Mut. Life Ins. Co.		421 Olive st.
Meyer, Ford, P.	Jno. F. & Son		124 Locust st.
Meyer, George F.	St. Louis Cooperage Co.		Main & Arsenal st.
Meyer, John P.			Commercial Building.
Meyer, Herman J.	Meyer & Bulte.	Flour.	Laclede Building.
Meyer, C. H.	C. H. Meyer & Co.	Hay and Grain	1104 N. Eleventh st.
Meyer, C. F. G.	Meyer Bros. Drug Co.	Druggists	Fourth & Clark av.
Meyer, Theodore F.		Druggists.	Fourth & Clark av.
Meyer, Gustave J.		Feed.	109 N. Broadway.
Meyer, F. Heinrich.			Laclede Building.
Meyer, John P.		Feed.	1308 N. Ninth st.
Meyer, Peter H.		Saloon.	8639 S. Broadway.
Meyer, Henry		Produce.	317 N. Fourth st.
Meyer, J. H. Aug.	Meyer & Hofman.	Brewers' Supplies	22 S. Main st.
Meyer, Chas. W.	St. Louis Brewing Ass'n.		1724 Lafayette av.
Meyer, W. A.	Schuster Printing Co.		22 Locust st.
Meyer, Rudolph F.	German Sav. Inst.		Fourth and Pine sts.
Meyer, Julius G.	H. H. Lippelmann Hay and Grain Co.		1109 N. Broadway.
Meysenburg, T. A.	Tudor Iron Works.	Manuf'y Iron	415 Locust st.
Michael, Martin		Transportation.	2451 Kosciuszko st.
Michaells, Ernst.			Gay Building.
Michel, Fred.		Teamster	1529 N. Main st.
Michenfelder, C. J.	Michenfelder & Co.	Commission	3 N. Main st.
Miller, D. G.	Consol. Steel & Wire Co.	Commission.	1935 Papin st.
Miller, H. P.	So. Pac.	Hotel	Millan, Tenn.
Miller, Edgar		Real Estate	Commercial Building.
Miller, August.	Miller Grain & Elevator Co.		Houser Building.
Miller, Joseph G.			405 Locust st.
Miller, Henry J. J.	Miller Grain & Elevator Co.		Houser Building.
Miller, Thos. P.	St. James Hotel	Proprietor	Broadway & Walnut sts.
Miller, W. H., Jr.	East St. L. Ice Mfg. Storage Co.		East St. Louis, Ills.
Milliken, John T.			322 Pine st.
Millisaps, R. W.	Capital State Bank.	President	Jackson, Miss.
Minary, Joe S.	Southern Ry Co.		4041 S. Broadway.
Minch, George.	G. Minch & Co.	R. R. Supplies.	Commercial Building.
Mincke, George F.	Mo. Dredging & Transp. Co.		906 S. 18th st.
Mitchell, F.	F. Mitchell & Bro.	Wholesale Grocers.	Second & Chestnut sta.
Mitchell, S. C.		Wholesale Grocers.	Second & Chestnut sta.
Mitchell, Randolph J.	Grimm & Mitchell.	Grain.	108 N. 4th st.
Mitchell, W. R. A.	B. Cleary Commission Co.		124 Cham. of Commerce
Mittencwey, R. A.	Jno. Wahl & Co.	Commission Co.	Main & Market st.
Mittler, John G.	Spring Brewing Co.		St. Charles, Mo.
Moerschel, Jacob.	Vienna Model Bakery.		107 S. Eighth st.
Moestel, John.	Moffett & Francisous.	Real Estate	708 Chestnut st.
Moffett, L. A.	Hubbard & Bartlett	Commission Co.	Fourth and Pine sta.
Moffitt, Charles S.			Jacksonville, Ill.
Mohau, P.		Miller	Campbell Hill, Ill.
Mohlenbroek, Malto.	Westman Mill Co.		516 Cham. of Commerce
Mokler, Michael F.	A. Moll Grocer Co.	Grocer	614 Franklin av.
Moll, Adolph	Flesh & Mook Painting Co.		417 N. Third st.
Mook, George J.	St. Ls. & Miss. Val. Tr. Co.	Treasurer	Main and Walnut sts.
Moore, Austin R.			4th and Locust sta.
Moore, W. G.	Funsten Commission Co.		109 N. Main st.
Moore, Eugene H.	with Hamilton-Brown Shoe Co.		10th & Washington av.
Moore, J. George.	Moran Bolt & Nut Mfg Co.		Main and Florida sta.
Morard, Louis J.			610 N. Second st.
Moran, John.		Real Estate.	902 Chestnut st.
More, James B.	Merchants' Exchange.	Secretary	Merchants' Exchange.
Morgan, Geo. B.		Commission	514 Cham. of Commerce.
Morgan, George H.			715 S. Main st.
Morgan, Arthur H.			
Morris, A. J.	St. Louis Ice M. and S.		

NAME.	FIRM.	BUSINESS.	LOCATION.
Morris, H. E.	Cumberland Gap Despatch.		Houser Building.
Morris, R. H.	L. St. L. & Tex R'y	Agent.	206 N. Broadway.
Morrison, Thomas		Tents.	115 Olive st.
Morrison, Robt. W.	R. W. Morrison & Co.	Contractors.	214 N. Seventh st.
Morrison, Alex.		Live Stock.	National Stock Yards.
Morschel, C.		Gravel.	3848 Chouteau av.
Morse, Thomas P.	St. La. Secl'l Dock Co.	Superintendent.	foot of Marceau st
Morse, Samuel S.	Morse Bros.	Commission	400 N. Second st.
Morton, T. B.	Messmore, Gannett & Co.	Commission	509 Cham. of Commerce.
Moser, Leo.		Hotel.	809 Pine st.
Mudge, Fred. E.	Neison Morris & Co.	Pork Packers.	National Stock Yards.
Mudge, Geo.	D. E. Francis & Bro. Com. Co.		Laclede Building.
Mueller, Augustus C.			1819 1/2 S. Jefferson av.
Mueller, Theodore		Appliarist.	7018 Michigan av.
Mueller, Ignatz F.	Mueller Bros. Furniture & Carpet Co.		910 S. Fourth st.
Mueller, Henry	Mueller Transfer Co.		2520 Bismark st.
Mueller, William G.	Mueller-Block P. Co.		513 N. Third st.
Mueller, Chas.	Chas. F. Orthwein & Sons, Commission		Laclede Building.
Mueth, Charles	Mueth & Brungard.	Commission.	119 N. Main st.
Mulcahey, Morris.		Teamster	6 S. Main st.
Mulcahy, Patrick		Builder	3216 St. Louis av.
Muldoon, Patrick		Deceased.	
Mulford, W.	W. Mulford & Co.	Brokers.	311 Pine st.
Mullally, John	Jno. Mullally Commission Co.		405 Cham. of Commerce.
Mullally, Daniel			405 Cham. of Commerce.
Mullally, Martin J.	Jno. Mullally Com. Co.		405 Cham. of Commerce.
Mullally, Joseph J.			124 N. Third st.
Mullen, James R.	Mullen & Hoppius Painting Co.		114 Olive st.
Mullen, Jerome F.	Green & LaMotte.	Real Estate	Eighthand Chestnut sts.
Murphy, Jeremiah		Pork Packer	2315 Morgan st.
Murphy, D. B.		Fruit and Produce	1216 N. Third st.
Murphy, P. C.		Trunks.	504 N. Third st.
Murphy, J. L.		Grain.	Fluckeyville, Ills.
Murphy, M. J.		Street Commissioner	City Hall.
Myers, E. M.	Geo. Taylor Com. Co.		24 S. Main st.
Myerson, Samuel F.		Printing.	Third and Vine sts.
Myerson, G. S.	Nelson, Morris & Co.	Pork and Beef Packers.	National Stock Yds., Ills.
Mynders, Arnold H.	H. Rogers & Co.	Salt.	230 Pine st.
MacAdam, D. H.		Lawyer.	Broadway & Walnut st.
MacGinnitie, James C.			Laclede Building.
McAllister, R. S.	Am. Refrigerator Transit Co.		Commercial Bldg.
McAllister, John	McAllister & Co.	Pork Packers	Mound and Levee.
McBlair, Wm.		Manfs. Agent.	507 N. Third st.
McCaffery, James		U. S. Appraiser.	Third and Olive sts.
McCaffery, John	Baldwin Tuetenberg B. H. Co.		Sixth and Pine st.
McCall, Louis	McCall & Haase Carriage Co.		18th and Pine sts.
McCann, James V.	Gay & McCann		922 Pine st.
McClary, Harvey C.	Fairbanks Morse & Co.		302 Washington av.
McClellan, J. S.	Eaton, McClellan & Co.	Commission.	6 S. Main st.
McClellan, C. W.			6 S. Main st.
McCloskey, Hugh	McCloskey Bros	Commission.	57 Poydras st., N. Ori's.
McCluney, Jno. H.	State Bank of St. Louis.	Cashier.	Fourth and Locust sts.
McClung, James	Vandalia Line	Contracting Agent.	509 Chestnut st.
McClure, Gaud W.	McClure Bros.	Commission.	116 N. Fourth st.
McClure, G. E.	Serurg McClure Coal Co.		526 Locust st.
McClure, C. E.	West Shoe F. F. Line.	Agent.	Rialto Building.
McCormack, Edw.	Birdseye & McCormack.	Cotton.	Main & Walnut sts.
McCormick, J. A.	Armour Packing Co.		2030 Clark ave.
McCormick, Sam'l T.	Liggett & Meyers.	Tobacco Co.	13th and St. Charles st.
McCalloch, Robert	Citizen's R'y Co.	Superintendent.	3820 Easton av.
McCully, Wm.	McCully Stonemason Co.		904 Olive st.
McDonald, Alex'r.	J. H. Teasdale Commission Co.		325 Chestnut st.
McDonald, G. C.	St. L. Steam Forge & Iron Works.		Main and Miller st.
McDonnell, John		Pork Packer	Second & Bremen av.
McEnnis, Michael			
McEnnis, Geo. T.	Michael McEnnis Sons.	Provisions.	122 Pine st.
McEwing, Chas.	Ill. Supply and Const. Co.		Telephone Building.
McFarland, C. F.	Wing Flour Mill Co.		Charleston, Ill.
McGehee, Jas. Stewart	W. L. Green Com. Co.		204 N. 3rd st.
McGrath, Michael K.		Lawyer	509 Chestnut st.
McGrew, Geo. S.	Geo. D. Barnard & Co.	Blank Books	1101 Washington av.
McGroarty, E. W. J.	Brady & McGroarty	Hay &c.	Ninth and Cass av.
McHale, Patrick	McHale & Owens Bros.	Commission	Union Mfg. Co.
McIntyre, Geo.	Conn. Mut. L. Ins. Co.	Agent.	Union Trust Building.
McKeen, Chas. S.	M. M. McKeen & Co.	Commission.	6 N. Second st.
McKeen, M. M.	M. M. McKeen & Co.	Butter and Cheese	6 N. Second st.
McKinley, Crittenden.	West. Anth. Coal Co.	Coal.	Laclede Building.
McLellan, Chas. W.	Boody, McLellan & Co.		57 Broadway, N. Y.

NAME.	FIRM.	BUSINESS.	LOCATION.
McLure, C. D.	Bi-Metallic Mining Co.	Vice-President.	Fourth and Olive sts.
McMahon, J. H.	J. H. McMahon & Co.	Brokers.	201 N. Second st.
McManama, M. G.	N. K. Fairbanks & Co.		Riggs Building.
McMillan, Wm.	Mo. Car & Foundry Co.	President.	509 Chestnut st.
McMorrow, P. J.	P. J. McMorrow & Co.	Brokers.	Cham. of Commerce.
McNair, L. G.		Broker.	Security Building.
McNair, John G.	McNair, Harris Real Estate Co.		722 Chestnut st.
McNamee, H. W.	Pad. Tenn. & Ala. R. R.		Bank of Commerce Bldg
McNeiley, J. A.	Overstreet & McNeiley.	Live Stock.	Union Stock Yards.
McPheeters, S. S.	McPheeters' Warehouse		1104 N. Levee.
McPherson, Henry	J. Harding & Co.	R. R. Contractor.	Boonville, Mo.
McRee, W. G.		Real Estate.	Union Trust Building.
McReynolds, E. S.	West End Feed and Coal Co.		523 Vandeventer ave.
McSorley, B. J.	Nedderhut P. & P. Co.	Provision.	309 S. Main st.
Nagel, Charles		Lawyer.	Security Building.
Nagle, Pierre		Cut Stone.	816 Chestnut st
Nagle, Richard		Teamster.	2155 Adams st.
Nairn, Wm. Henry	Reading Dispatch.	Agent.	Leaside Building.
Nanson, Joseph S.	Nanson Commission Co.		232 Cham. of Commerce.
Napierski, Gottlieb C.	Hubbard & Bartlett.	Commission.	Fourth and Pine sts.
Nash, George	Nash-Smith Tea & Coffee Co.		306 N. Third st.
Nasse, August	Fink & Nasse.	Wholesale Grocers.	17 N. Main st.
Nedderhut, A.	Nedderhut Warehouse Co.		Main and Cedar sta.
Nedderhut, C. Otto	Nedderhut P. & P. Co.		309 S. Main st.
Nedderhut, Emil A.	Nedderhut Warehouse Co.	Groceries & Hardware.	2312 Chouteau av
Nedderhut, John		Pork Packer.	Main and Cedar sta.
Nelson, L. C.	St. Louis National Bk.	President.	2212 Chouteau av.
Nelson, S. R.		Broker.	207 N. Broadway.
Nelson, Wm. F.	Nelson & Mersman.	Real Estate.	203 N. Third st.
Nesbitt, Jonathan	C. & A. R. R.	Gen'l Live Stock Agt.	Eighth and Chestnut sta
Neuhoff, Hector		Lawyer.	316 N. Broadway.
Neville, John P.	Granby Mining & Smelting Co.		306 Olive st.
Newcomb, Chas. M.	Insurance.	Agent.	Sixth and Locust sta.
Newell, James P.	Merchants' Exchange.	Doorkeeper.	421 Olive st.
Newell, Jno. P.	Post Dispatch.		Cham. of Commerce.
Nichols, R. M.		Lawyer.	513 Olive st.
Nichols, Wesley			Bank of Com. Building.
Nichols, Wm.	Commercial Bank.	President.	5205 Pine st.
Nicholls, Charles C.	Nicholls-Ritter Realty Co.		Fourth and Pine sts.
Nicholson, Peter	Nicholson, Wagon & Sons, Grocers		718 Chestnut st
Nickerson, John	Mer. National Bank.	Cashier.	208 N. Broadway.
Nicol, R. H.	R. H. Nicol & Co.	Brokers.	112 Olive st.
Nicolaus, Henry	Green Tree Brew'y Co.	Superintendent.	208 Cham. of Commerce
Niedringhaus, Alex.	St. Louis Press Brick Co.		9th and Sidney st.
Niedringhaus, Thos. K.			Equitable Building.
Niedringhaus, F. G.	St. Ls. Stamping Co.	Manufacturers.	Second and Cass av.
Niedringhaus, Wm. F.			
Niedringhaus, Geo. W.			
Niemann, Henry		Paymaster.	City Hall.
Niemann, G. A.	Kohl & Niemann.	Grocer.	Venice, Ill.
Niese, Julius	Niese Grocer Co.	Grocer.	27 S. Main st.
Niggeman, G. A.	Niggeman & Sayers.	Pork Packers.	1306 N. Main st.
Nipher, Francis E.		Profession of Physics.	17th & Washington av.
Nisbet, W. W.	Mut. Life Insc. Co. of N. Y.		421 Olive st.
Noble, John W.		Lawyer.	421 Olive st.
Noel, Henry G.	H. M. Noel & Co.	Brokers.	Rialto Building.
Noel, Henry M.	H. M. Noel & Co.	Bankers.	201 N. Third st.
Nohl, Francis		General Agent.	201 N. Third st.
Nolker, W. F.	Brinkworth & Nolker		Fourth and Market.
	Brewing Co.	Brewers.	
Norcom, Henry T.			1714 Cass av.
Northrop, Reid	Am. Refrigerator Transit Co.	President.	Selma, Mo.
Northrop, Sanford	Am. Refining Transit Co.		Commercial Bldg.
Norris, E. R.	Taylor Mfg. Co.		Commercial Building
Norris, Wm. W.	W. S. McCrea & Co.	Commission.	104 N. Fourth st.
Noyes, Wm. A.		Insurance.	Bd. of Trade, Chicago.
Nulsen, John C.	Mo. Malleable Iron Co.		119 N. 3rd st.
Nurre, Frank	H. Nurre.	Feed.	East St. Louis, Ill.
			1515 Market st.
Ober, Robt. H.	Ober-Nichol Commission Co.		14 S. Commercial st.
Obert, Louis	Arsenal Brewery.	Brewers.	Twelfth and Lynch sts.
O'Brien, John	Jno. O'Brien Boiler Works Co.		11th and Mulvanphy sts.
O'Brien, Wm. S.			5142 Easton av.
Ocker, Henry W.	Provident Assurance Co.		421 Olive st.
O'Connor, P. J. J.	O'Connor & Co.	Market Reporter.	112 Chestnut st.
O'Connor, P. J. J., Jr.	O'Connor & Co.	Market Reporter.	112 Chestnut st.
Odendahl, F. J.	Glover & Odendahl	Commission.	63 Foydras st. N.O.

NAME.	FIRM.	BUSINESS.	LOCATION.
O'Donnell, Hugh	Jerome Hill Cotton Co.		116 S. Main st.
O'Donnell, John			1912 Carr st.
O'Donnell, Patrick	Jno. O'Donnell & Bro.	Contractors	2116 Wash st.
Oehler, Emil	Illinois Hydraulic Press Brick Co., Gen'l Man.		Odd Fellows Building.
Oetgen, Fred		Teamster	1468 Chambers st.
O'Hara, Henry	Union Ref. Transit Co.	President	Rialto Building.
Ohrdorf, Chas. W.	Standard Eagle Box Mfg. Co.		200 Chouteau av.
Oliver, F. W.	Tudor Iron Works		Am. Central Building.
O'Meara, J. B.		Contractor	Equitable Building.
O'Neil, Peter A.		Hotel	Union Depot.
Oonk, Christian		Cooper	1419 Sullivan av.
Oppenheim, J.	The Am. Metal Co.		Security Building.
O'Reilly, Robert J.		Physician	602 N. Seventeenth st.
O'Reilly, Thomas		Physician & Capitalist	602 N. Seventeenth st.
O'Reilly, M. B.		Investigator of Titles	Laclede Building.
Orr, Ed. S.	W. A. Orr Shoe Co.		616 N. Eighth st.
Orthwein, Charles F.	Chas F. Orthwein & Sons	Commission	Laclede Building.
Orthwein, W. J.			
Orthwein, Charles C.			
Orthwein, Wm. D.	Wm. D. Orthwein Grain Co.		308 Cham. of Commerce.
Orthwein, Fred. C.			
Orthwein, Walter E.	W. D. Orthwein Grain Co.		308 Cham. of Commerce.
Orris, Otto A.	Brinson Judd Grain Co.		415 Cham. of Commerce
Ostermayer, Philip		General Store	8022 N. Broadway.
Ostermayer, Geo.	Philip Ostermayer		8024 N. Broadway.
O'Toole, Wm. H.	Jno. Mullally Com. Co.		406 Cham. of Commerce.
Overall, John H.		Lawyer	Laclede Building.
Owens, Jno. P.			
Owens, Lawrence	McHale & Owens Bro.	Poultry and Game	Union Market.
Owens, G. A.	St. La. Grain Elev.		Rialto Building.
Owens, Zebulon P.	O'Connor & Co.	Market Reporter	113 Chestnut st.
Paddock, Galus	Paddock-Hawley Iron Co.		10th and Spruce sts.
Page, T. M.	Page & Krausoe Mfg. & Mining Co.		
Pahlmann, Wm. F.	Pahlmann, Bros.	Livery Stable	410 Valentine st.
Palmer, Don McN.	Union Stock Yards	Superintendent	2953 Easton av.
Papin, Edward V.	F. D. Hirschberg & Bro.	Insurance	Bremen av.
Parker, K. B.	Jacob Dold Packing Co.		125 N. Third st.
Parker, M. B.			1919 Benton st.
Parson, T. T.	Parson & Co.	Man'rs. Flags, &c.	Hamilton, Ga.
Parsons, Charles	State Bank of St. Louis	Banking	1115 Olive st.
Parrott, James D.	R. Cleary Com. Co.		Fourth and Locust sts.
Paschall, Hy. G.	St. John's Com. Co.		124 Cham. of Commerce
Paschedag, William		Teamster	206 N. Third St.
Patterson, M. E.		Barrel Stock	2314 N. Tenth st.
Patterson, Hugh T.			4083 Bell ave.
Pauls, D.	D. Pauls Mercantile Co.	Flour and Grain	7700 Ivory av.
Pauls, Edwin J.	D. Pauls Mercantile Co.		7700 Ivory av.
Pauls, Arthur B.		Coal and Grain	7790 Ivory av.
Pauls, Frank C.		Druggist	Easton & Compton avs
Pauls, Peter J.	Pauls Jail Building Mfg. Co.		2215 De Kalb st.
Pavey, W. J.	E. C. Chamberlin & Co.	Commission	616 Cham. of Commerce.
Pearce, Wm. N.			Chouteau & St. Ange avs
Peckmann, Julius	Peckmann Bros.	Confectioners	3201 Lucas av.
Peck, Charles H.			1002 Chestnut st.
Peckham, O. H.	O. H. Peckham Candy Mfg. Co.		Seventh & Spruce sts.
Pegram, Alvin		Grain	Carrollton, Ill.
Pelsel, U. B.	Kanawha Despatch	Agent	Rialto Building.
Pelsch, George	Geo. Pelsch & Bro.	Painters	211 N. Twelfth st.
Peniston, Thomas	Eagle Packet Co.	Agent	foot of Vine st.
Pendleton, A. B.			3526 Lucas ave.
Peoples, J. W.		Teaming	Main and Elm.
Peper, Christian		Tobacco	721 N. Main
Peppard, J. G.		Seeds	Kansas City, Mo.
Perry, W. W. C.		Investigator of Titles	3733 N. Twenty-fifth st.
Perry, John D.			12 Vandeventer Place.
Perry, Ira	Ira Perry Pie Co.	President	821 S. Tenth st.
Perry, Ira W.	Ira Perry Pie Co.	Secretary	821 S. Tenth st.
Peters, F. W.	Peters Dry Goods Co.		2604 N. Fourteenth st.
Petri, Arthur C.			82 Pine st.
Petri, T. F.	Spencer & Harlow Com. Co.		208 Cham. of Commerce.
Petring, H. C.	Henry C. Petring Grocer Co.		619 N. Second st.
Pettker, Henry		Grocer	2200 Cass av.
Peugnet, Ernest	Peugnet & Hemenway	Insurance Agent	305 Olive st.
Pfeffer, C. J.	Pfeffer Milling Co.		Lebanon, Ills.
Pfeiffer, Wm.		Grocer	2900 Manchester rd.
Phillips, J. M.	J. M. Phillips & Co.	Com. & Forwarding	Memphis.
Phillips, F. W.	Phillips, Stewart, Cunningham & Elliot		421 Olive st.
Phillips, R. F.	R. F. Phillips & Co.	Cotton Brokers	105 Walnut st.
Phillips, Alex. V.	Bemis Bros. Bag Co.		4th and Poplar sts.
Picher, O. H.	Picher Lead Co.		Joplin, Mo.
Picher, W. H.	Picher Lead Co.		Joplin, Mo.

MEMBERS OF THE

NAME.	FIRM.	BUSINESS.	LOCATION.
Picker, Erich	Picker & Beardsley	Commission	214 N. Main st.
Pickering, E. O.	Continental F. Ft. Line	Agent	111 N. Third st.
Pickel, W.	Pickel Marble and Stone Co.		1901 N. Broadway.
Pierce, H. C.	Waters-Pierce Oil Co.	Oils	Odd Fellows Building.
Pierce, Wm. B.	Alton Roller Milling Co.		Atch. Bldg.
Pingree, Sam'l S.	F. C. Taylor & Co.	Commission	205 N. Main st.
Pironi, G. C.	Pironi & Co.	Grocers	2147 Clark av.
Pirle, A. H.	St. Louis Paper Co.		Third and Vine sts.
Pittman, Asa	Woodward & Tiernan Printing Co.		309 N. Third st.
Plant, Alfred	Plant Seed Company	Seeds	814 N. Fourth st.
Plant, F. S.			
Plant, George H.	George P. Plant Mill Co.	Millers	502 Cham. of Commerce
Plant, George J.			
Plant, Wm. E.			Webster Groves. Mo.
Plant, Samuel	Geo. P. Plant Mfg. Co.		502 Cham. of Commerce.
Platt, P. C.	Platt & Thornburgh Paint & Oil Co.		7th and Franklin av.
Pocock, Henry J.	City Register		11th and Chestnut sts.
Pomeroy, E. A.	Sells & Co.	Commission	Second and Walnut sts.
Pommer, Robert	D. I. Bushnell & Co.		109 N. Second st.
Pope, Henry O.	Jones-Pope Produce Co.		915 N. Fourth st.
Pope, Wm. S.		Lawyer	219 N. Fourth st.
Pope, John J.	Pope-Currie Com. Co.		43 Gay Building.
Pope, Chas.	Chas. Pope Glucose Co.		164 Wash'ton st. Chicago
Pope, Arthur W.			
Porteous, W. M.	Can. Pac. Despatch	Agent	18 N. Third st.
Porter, John C.	Hope Mining Co.	President	Laclede Building.
Post, Lewis W.	Blackmer & Post	Sewer Pipe Co.	Sixth and Locust sts.
Post, W. S.	E. O. Stander Milling Co.		408 Cham. of Commerce.
Postel, John Ph.	P. H. Postel Milling Co.	Millers	Mascoutah, Ill.
Postel, George			
Potter, Eugene T.	J. R. Lewis & Co.	Brokers	R. R. Exchange Bldg.
Potter, Henry S.	St. Louis Hay Exch.	President	602 Theresa av.
Powell, D. R.	Carroll & Powell	Insurance	116 N. Third st.
Powell, Geo. F.	Connor Bros.	Commission	Gay Building.
Powell, Willis J.	Shaeffer Bros. & Powell	Mfrs. Soaps, Candles, &c.	325 N. Second st.
Powell, R. W.	Laclede M. F. Ins. Co.		Third and Locust.
Power, John		Ice	27 S. Sixteenth st.
Powers, Wm. F.	with Geo. P. Plant Mill. Co.	Millers	Main & Chouteau av.
Prange, Frank H. A.			244 N. Ninth st.
Prante, C. F.		Hay and Grain	214 Leeperence st.
Prather, John G.	John G. Prather & Co.	Wholesale Liquors	516 N. Levee.
Preston, Wm. R.	Deceased		
Preston, David A.	Preston Com. Co.		208 LaSalle st., Chicago.
Prewitt, P. F.		Physician	3101 Pine st.
Price, Thos. E.	T. E. Price & Co.	Commission	104 N. Third st.
Price, Burtis			
Priesmeyer, W. H.		Salt	1003 Carr st.
Prince, L. L.	L. L. Prince & Co.	Cotton Buyers	106 S. Main st.
Pritchett, John		Commission	Gay Building
Proskauer, Adolph	Manhattan Life Ins. Co.	Agent	525 Olive st.
Prunty, Chas. E.		Grain and Grass Seed	1 S. Main st.
Puff, Fred	Puff Slaughter Co.		Bd. of Trade, Chicago.
Purcell, John	Jno. Purcell & Co.	Commission	221 N. Second st.
Quessel, Chas. J.	Chris. Sharp Com. Co.	Commission	202 N. Main st.
Quentin, Roland	Eagle Packet Co.		foot of Vine st.
Quinlivan, Sol. J.	Sol. J. Quinlivan & Sons	Grain and Produce	109 N. Levee.
Quinlivan, James F.	Jas. F. Quinlivan & Bro.	Feed	711 Theresa av.
Quinlivan, Thos. E.	Jas. F. Quinlivan & Bro.	Grain	711 Theresa av.
Quinette, Oliver Jr.	with Sam'l Cupples Wood & Willow-ware Co.	Wooden-ware	Seventh and Spruce sts.
Quirk, D. L., Jr.	E. St. Louis Packing Co.		409 Morgan st.
Quisenberry, James T.	Farmers' Elevator		Levee and Madison st.
Rasacke, Ferd.		Insurance	220 Pine st.
Rae, Wm. J.	Rae Bros.	Commission	Laclede Building.
Rae, E. D.	Rae Bros.	Commission	Laclede Building.
Rainwater, C. C.	Rainwater-Hat Co.		511 Washington av.
Ranken, Robert		Real Estate	201 N. Third st.
Rapp, Chas. M.	L. Garvey & Co.		701 N. Third st.
Rashky, Julius	J. Rashky & Co.	Furs and Hides	5 N. Main st.
Rassfeld, A.	A. Rassfeld & Co.	Wholesale Liquors	11 N. Third st.
Rassieur, Leo		Judge Probate Court	Court House.
Rauh, Chas. H.		Dry Goods	Tenth st. & Wash'tn av.
Rausch, Chas.	E. C. Chamberlin & Co.		515 Cham. of Commerce.
Rawlings, E. W.	Whittaker & Hodgman	Bonds and Stocks	Fourth & Olive sts.
Reader, Geo. H.			Wainwright Building.
Reardon, James A.	Reardon Glue Co.		315 Lucas ave.
Rebstock, Charles	Chas. Rebstock & Co.	Wholesale Liquors	20 S. Main st.
Beck, Anton			920 N. Main st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Redemeyer, W. H. Jr.	Redemeyer & Hollister	Commission Co.	1037 N. Third st.
Regel, Charles	Baur & Regel	Flour	533 N. Third st.
Rehbein, Albert A.	H. A. Rehbein & Co.	Commission	106 N. Main st.
Reifels, Louis		Pork Packer	1029 Allen av.
Reimnyder, J. H.	St. Ls. Cotton Com. Co.		Levee & Rutger sts.
Reinert, Wm.		Insurance	24 N. Second st.
Rels, H. G.	Harrison Switzer Mfg. Co.		Belleville, Ill.
Reller, August F.		Groceries and Feed	3533 N. Broadway.
Reller, J. F. O.			
Rennolds, W. L.		Farmer	Mexico, Mo.
Reuss, Chas. C.	South Side Bank	Cashier	Broadway & Pestalozzi.
Reyburn, Amadee V.		Real Estate	3737 Lindell av.
Reyburn, Valle		Lawyer	509 Olive st.
Reynolds, Alfred C.		Cotton & Commission	Main and Elm sts.
Reynolds, J. A.		Farmer	Venice, Ills.
Rhein, John		Cooper	3763 Chouteau av.
Rhodes, Geo. S.		Teamster	8 S. Main st.
Rice, Thomas A.	Rice-Dwyer Real Estate Co.		322 Chestnut st.
Richards, H. A.	Great Eastern Line		323 Chestnut st.
Richards, Wm.		Teamster	1724 N. Thirteenth st.
Richardson, Arthur P.	Harrison-Berry Com. Co.		301 Cham. of Commerce.
Richardson, J. C.	Chemical Nat'l Bank	President	316 N. Eighth st.
Richardson, Jas. S.			40 Perdido st., N. O.
Richeson, Thomas	Collier Wb. Ld. Co.	White Lead	Tenth and Clark av.
Richeson, W. L.	Fidelity Loan & Svc. Co.	Secretary	Odd Fellows Building.
Richmond, Thirly G.	Shaw & Richmond		339 N. Third st.
Richter, Frederick		Hay and Grain	1316 Wright st.
Rickart, O. H. P.		Commission	Gay Building.
Ricker, E. D.			Kirkwood, Mo.
Ricker, F. H.	Ricker Bros.	Stock & Bond Brokers	286 N. Third st.
Ricker, Ira E.	Ricker Bros.	Brokers	203 N. Third st.
Riechmann, F.		Feed Store	1824 Sullivan av.
Riehl, Henry	Hydraulic Press Brick Co.		Kings Highway & New Manchester Road.
Riepenhaus, Ernest	with Carroll & Powell	Insurance	116 N. Third st.
Riley, Jno. E.	E. B. White Grain Co.	Commission	500 Cham. of Commerce.
Ring, John		Provision Broker	213 Cham. of Commerce
Ring, James J.			Security Building.
Ring, Frank		Physician	1230 Olive st.
Rippe, Charles		Tents, Tarpsaulins, &c.	19 S. Fourth st.
Riske, H.	Wibracht Riske & Co.		108 N. 4th st.
Risque, Ferd. W.	Hanley & Kinsella Coffee & Spice Co.		707 Spruce st.
Rittenour, J. W.			Mexico, Mo.
Roach, James H.	Union Depot R.R. Co.	Secretary	Geyer & Missouri avs.
Robbins, James Monroe		Farmer	New Madrid, Mo.
Robertson, J. K.		Farmer	Carrington, Mo.
Robinson, Geo.	Baye & Robinson	Commission	116 N. Main st.
Robinson, Archie		Insurance	117 N. Third st.
Robinson, George E.		Bagging	100 N. Commercial st.
Robinson, C. McD.	E. B. White Grain Co.		610 Cham. of Commerce.
Robinson, C. A.	Chas. A. Robinson & Co., Real Estate		108 N. Eighth st.
Robinson, John A.			506 Olive st.
Robinson, J. E.		Grain Inspector	407 Cham. of Commerce
Robinson, Geo. B. Jr.	Robinson & Danforth Com. Co.	Grain	Levee and Chestnut st.
Robyn, Paul	Roeslein & Robyn	Insurance	301 Chestnut st.
Roeder, Fred'k J.	Miller Bros. & Co.	Commission	533 N. Third st.
Roeder, Charles	Chas. Roeder & Co.	Butter and Cheese	129 Market st.
Roederer, E. L.	Nickel Plate F. F. Line		Rialto Building.
Roemheld, Wm.		Flour	1131 Morrison av.
Roennigke, Ed. C.	Teichman Com. Co.		26 S. Main st.
Roennigke, Edw.			Gay Building.
Roennigke, Fred.	Culver Grain Co.		Fourth and Pine sts.
Roeslein, Anthony	Roeslein & Robyn	Insurance	301 Chestnut st.
Roever, John C.		Feed	4101 Natural Bridge rd.
Roewe, Harry			East St. Louis.
Rogers, Hugh	H. Rogers & Co.	Salt	230 Pine st.
Rogers, M. A.	M. A. Rogers & Co.	Commission	75 S. Peters st., N. O.
Rogers, Fred H.		Ticket Broker	22 N. 4th st.
Rollins, James H.		Captain U. S. A.	Columbia, Mo.
Roper, A. C.		Commission	102 N. Fourth st.
Roper, R. F.	Schreiner, Flack Grain Co.		116 N. Fourth st.
Roper, John B.	Grafton Quarry Co.		135 Locust st.
Rose, Hugh C.	Rose & Parle	Brokers	307 Pine st.
Rosenberg, G.	Adler, Goldman & Co.	Cotton	112 S. Main st.
Ross, Wm. A.			1426 Holmes av., Kansas City.
Ross, Jacob	Mound City Distilling Co.		2116 S. Second st.
Ross, Wm.	St. Louis Drayage Co.		Bridge Entrance.
Roth, Julius D.	At. Transfer Line		307 1/2 Pine st.
Roth, Adam	Adam Roth Gro. Co.	Wholesale Grocer	438 S. Seventh st.
Roth, George			
Rothschild, Julius	Rothschild Bros.	Hats	1100 Washington av.
Rottmann, John H.	J. H. Rottmann Distilling Co.	Liquors	
Rotty, E. J.	E. J. Rotty & Co.	Feed	519 N. Fourth st.
Rowan, L.	L. Rowan & Son	Millers	2100 S. Seventh st.
Rowell, Clinton	Rowell & Ferris	Lawyers	Shawneetown, Ill.
			418 Olive st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Rowland, D. P.		Insurance.	100 N. Third st.
Rowland, W. S.			
Rowse, Edward C.	James Ruane & Son.	Real Estate.	304 N. Eighth st.
Ruane, James	Ruegg & Co.	Painting	112 N. Seventh st.
Ruegg, J.	Rose & Co.	Cotton	100 S. Fourth st.
Ruffs, C. C.	L. M. Rumsey Mfg. Co.	President	1004 N. Third st.
Rumsey, Lewis M.	L. M. Rumsey Mfg. Co.		810 N. Second st.
Rumsey, Moses	Mer. Ex. Bd. Flour Insp.	Flour Insp.	810 N. Second st.
Rump, Aug.		Coal and Feed	8 S. Main st.
Ruprecht, Joseph			6012 S. Broadway.
Russell, Jno. Caro.	Mdse. Brokerage Co.		208 N. Third st.
Russell, J. H.	Kingan & Co.	Pork Packers.	300 N. Second st.
Russell, Thomas Greer		Commission	300 N. Main st.
Russell, Trumbull G.	Parker-Russell Mining & Manufg Co.	Fire Bricks	Broadway & Locust st
Russell, Jno. T.		Contractor.	720 Shenandoah st.
Rutter, Bernard	Rutter & Brauchmau	Real Estate.	1004 Chestnut st.
Ruxton, Robt.	Ruxton & Co.	Grain & Live Stock.	Miami, Mo.
Ryan, M. J.	Silver Creek Mining Co.	President and Treas.	108 N. Fourth st.
Ryan, Frank H.	F. H. Ryan & Son.	Commission	108 N. Fourth st.
Ryan, Jno. F.		Commission	108 N. Fourth st.
Ryan, John.		Commission	108 N. Fourth st.
Ryan, Frank K.		Lawyer.	606 Olive st.
Ryan, Wm. H.		Leaf Tobacco	Henderson, Ky.
Ryan, Wm. F.			512 Cham. of Commerce
Sachleben, Henry		Cooper.	1011 Dolman st.
Saeger, Win.	Ex. Feed Warehouse.	Feed Store.	2919 N. Broadway.
Saeger, Wm. J.	Wm. Saeger	Hay and Grain	2919 N. Broadway.
Sale, S. B.	Sale Commission Co.		308 N. Main st.
Sampson, C. H.	Nonotuck Silk Co.		705 Locust st.
Samuel, Web. M.	St. L. United Elevator Company.	President.	Rialto Bldg.
Samuel, Ed. M.	Adams & Samuel.	Commission	Bd. of Trd Bldg. Chicago
Samuel, W. R.			Gay Building.
Samuel, Wm. P.			318 Cham. of Commerce
Sander, Emno.		Mineral Water	125 S. Eleventh st.
Sander, Albert E.		Grocer and Feed.	3712 S. Broadway.
Sands, James T.			510 Pine st.
Sands, Geo. L.	Wiggins Ferry Co.		24 N. 3rd st.
Sandweg, W. H.	Schwartz Bros. Commission Co.		206 Cham. of Commerce
Sanford, J. W.	Puff-Slaughter Commission Co.		108 N. Fourth st.
Sartorius, Henry.		Pork Packer.	2732 Arsenal st.
Saussenthaler, P.	Excelsior Brewery Co.	Brewers.	5 S. Seventeenth st.
Savage, James K.			12 Sherman st., Chicago.
Savage, W. T.	Aia, Midland Ry.	Cont. Agent.	Houser Building.
Sayers, Geo. N.	Niggemann & Sayers.	Provisions.	1308 N. Main st.
Sayers, Henry.	Henry Sayers & Co.		216 N. Main st.
Saylor, H. N.		Staves and Heading.	107 S. Sixteenth st.
Saylor, Benl. F.	Brockner-Evans Bale Tie Co.		323 N. Second st.
Schaeffer, George.	Schaeffer Bro. & Powell.	Soap and Candles.	323 N. Second st.
Schaeffer, Jacob			
Schaperkottor, W.		Cooper.	1446 Montgomery st.
Schaperkottor, Henry		Cooper.	1225 Montgomery st.
Schapker, Bernard.	Anglo-American Provision Co.		310 Chestnut st.
Scharff, L.	L. & A. Scharff.	Liquor	17 S. Second st.
Scharff, M.	Scharff Bros.	Commission	311 N. Main st.
Scharff, Nicholas	Scharff, Bernheimer Grocery Co.		704 N. Second st.
Scharff, Adolph.	L. & A. Scharff.	Liquors	174 S. Second st.
Scharff, Edward E.	Scharff, Bernheimer Grocery Co.		704 N. Second st.
Schawacker, C.		Livery	414 S. Third st.
Schenkel, Henry	John G. Haas Soap Co.	Soap Manufactory.	302 Wash st.
Scherpe, John F.	Deceased.		
Schierenburg, Theodore.		Feed	2817 N. Nineteenth st.
Schirr, August		Feed	3531 S. Broadway.
Schlaflay, August.	Schlaflay Bros.	Banking and Grain.	Carlyle, Ills.
Schlang, Joseph.		Tobacco	1730 Longfellow av.
Schlappprizzi, Charles F.		Grocers and Feed.	3040 S. Broadway.
Schlegel, Robert A.	Rob't A. Schlegel & Bro.		Tenth and St. Charles.
Schillerholz, Chas. A. M.	Schillerholz & Reitz		320 Chestnut st.
Schlocke, Hy. F.		Grocer.	3903 Easton av.
Schlossstein, Louis.	Green Tree Brewery.	Brewers.	Ninth and Sidney sts.
Schlottmann, Chas.	H. N. Saylor.	Cooperage.	107 S. Sixteenth st.
Schlueter, Fritz		Teamster.	816 Montgomery st.
Schmidt, Rudolph	Rudolph Schmidt Malt- ing Company	Maltsters.	1122 S. Twelfth st.
Schmidt, O. M.	O. M. Schmidt & Co.	Grocers and Com.	117 N. Second st.
Schmidt, E. H.	Silver Creek Mining Co.		108 N. Fourth st.
Schmitt, Henry	Hope Mut. Ins. Co.	Secretary.	24 N. Third st.
Schneithorst, Henry F.		Produce.	Main and Locust sts.
Schnell, J. R.			Pleasant Hill, Mo.
Schnettler, John.		Grocer.	301 Lamt st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Schoen, Isaac A.			120 N. Main st.
Schoenhard, Louis P.	Excelsior Mfg. Co.	Stoves, &c.	612 N. Main st.
Schoonmeyer, Christian.	Haasendeubel Bro. & Co.	Commission	120 N. Second st.
Schonebeck, Henry			
Schonhoff, John		Flour & Feed.	2251 Gravoys av.
Schopp, John			814 N. Third st.
Schopp, Jacob.	Jacob Schopp & Bro.	Produce Co.	814 N. Third st.
Schopp, Conrad	Conrad Schopp & Co.		Third and Franklin av.
Schopp, Geo. P.	Geo. P. Schopp & Co.	Produce.	312 N. 3rd st.
Schoppe, Henry C.	H. C. Schoppe & Son.	Commission.	316 N. Main st.
Schoppe, C. H.			
Schott, Jacob B.	C. G. Stifel Brew. Co.		1911 N. Fourteenth st
Schott, Albert	Schott & Marx	Wool	111 S. Main st.
Schotten, Hubertus	Wm. Schotten & Co.	Coffees, etc.	111 S. Second st.
Schreiber, W.	Bremen Brewing Co.		5913 N. Broadway.
Schreiner, Jacob	Schreiner, Flack Grain Co.,	Commission.	116 N. Fourth st.
Schreyer, Wm			308 Cham. of Commerce.
Schroth, Peter A.		Insurance	118 N. Third st.
Schuetz, John G.	Wine Grower.		Stratmann, Mo.
Schulenburg, O. G.	St. Louis Refrigerator & W. G. Co.		Main and Park av.
Schulte, John J.	Geo. J. Schulte & Co.	Commission	507 Cham. of Commerce
Schulte, George J.	Geo. J. Schulte & Co.	Flour and Feed.	507 Cham. of Commerce
Schulte, H. E.	Geo. J. Schulte & Co.	Commission	507 Cham. of Commerce
Schultz, Henry	with F. Schwartz & Bro.	Commission	206 Cham. of Commerce.
Schultz, Charles O.	with Chas. F. Orthwein Grain Co.	Commission	Laclede Building.
Schulz, Otto J.	Zelle Bros. P. & C. Co.		702 N. Third st.
Schurmann, Henry		Milling	Germantown, Ills.
Schute, W. C.	F. B. Rice Mer. Cigar Co.	Wholesale Tobacco,	506 N. Fourth st.
Schwab, Joseph		Cotton	Main and Walnut sts.
Schwartz, F.	F. Schwartz & Bro.	Commission Co.	308 Cham. of Commerce.
Schwartz, Herman			
Schweppe, Wm. E.	Schweppe Grocer Co.		409 S. Seventh st.
Schwidde, Henry		Feed.	2515 N. Fourteenth st.
Scott, John W.	Nash, Chat. & St. L. R. R.	Railroad Agent.	Fourth & Olive sts.
Scott, Samuel S.			212 N. Second st.
Scott, Mitchell			32 Vandeventer Place.
Scruggs, C. O.	Scruggs-McClure Coal Co.		Oriel Building.
Scruggs, Richard M.	Scruggs, Vandervort & Barney Dry Goods Co.		Broadway & Locust st.
Scruggs, M. D.	Scruggs, Hall & Co.	Live Stock.	Kansas City, Mo.
Scudder, Charles.			617 Chestnut st.
Scudder, John A.	St. Louis & N. O. Anchor Line.		foot of Chestnut st.
Scudder, W. H.	Douglas & Scudder.	Attorney and Not. Pub.	417 Olive st.
Seallin, John	Union Depot It. & Co.	President	Third & Chestnut sts.
Seaman, Chas. H.	United Elevator Co.		Rialto Building.
Sears, W. H.	Gole Bros. Com. Co.		215 N. Second st.
Sears, Gilbert.	The Ryan Com. Co.		106 N. Fourth st.
Seele, F. W.	Annan, Burg & Smith.	Commission	526 Chestnut st.
Sellers, John M.		Roofer	Fourth and Market sts.
Sellers, D. W.			2323 Locust st.
Sellner, A. C.	Steinwender & Sellner.	Liquors	117 S. Broadway.
Sells, Edward	Sells & Co.	Commission	Second and Walnut sts.
Sells, Miles			
Sells, Luke.			
Semple, Edward H.	Semple, Lowe & Lawton.	Insurance.	315 N. Third st.
Senter, Wm. M.	Senter & Co.	Cotton Commission.	Third and Walnut sts.
Senter, John A.	with Senter & Co.	Commission	Third and Walnut sts.
Sessinghaus, Theo. W.	Sessinghaus Milling Co.		Ninth & N. Market st.
Sessinghaus, Wm.	Wm. Sessinghaus & Co.	Millers.	1444 St. Louis av.
Sessinghaus, Theodore.	Sessinghaus Mill'g Co.	Millers.	Ninth and N. Market sts
Sessions, French B.		Real Estate Broker.	Security Building.
Settle, Geo. T.		Real Estate.	522 Chestnut st.
Sexton, Henry D.	H. D. Sexton & Bro.	Real Estate.	East St. Louis, Ill.
Seybt, Charles H.	Con. Coal Co.		Laclede Building.
Shands, Thomas J.	w/ Mound City Distilling Co.	Salesman.	2116 S. Second st.
Shapleigh, A. F.	A. F. Shapleigh Hard-ware Co.	Hardware.	4th and Washington av.
Shapleigh, Frank			
Shapleigh, A. L.			
Sharp, James U.	James Sharp & Co.	Pork Packers.	304 S. Second st.
Sharp, James	James Sharp & Co.	Pork Packers.	304 S. Second st.
Sharp, C.	Chris. Sharp Commission Co.		202 N. Main st.
Sharpe, Jas. W.	Missouri Grain Elevator		Mo. Pac. R. R., Theresa av.
Sheard, O. C.	Creve Coeur Lake Ice Co.		14th and Gratiot sts.
Sheehan, Frank P.	Jas. Meagher & Co.	Pork Packers.	1800 N. Main st.
Shepley, D. R.	Ills. Cent. R. R.	Agent.	115 N. Third st.
Shepley, John B.	Deceased		
Sheridan, J. G.	Goddard, Hall & Sheridan Com. Co.		Gay Building
Sherry, Josiah E.	Hamlin & Sherry	Commission	306 Cham. of Commerce
Sherwood, Adiel.		Attorney	610 Pine st.
Shields, Geo. H.		Lawyer.	Commercial Building.
Shirley, C. M.	National Lead Company		10th and Clark av.
Shirmer, Philip F.	Shirmer & Co.	Grain & Feed & Com'n.	507 Chamber of Com.
Shotwell, R. H.	Board of Police Com.	Secretary	Four Courts.
Shotwell, E. O.		Commission	2740 Lucas av.
Shroeder, Fred. C.		Grain Commission	Kansas City.
Shultz, C. F.			3110 Eads ave.

NAME.	FIRM.	BUSINESS.	LOCATION.
Stegel, Emil.....	Belleville Dist. Co.....	Distiller.....	Belleville, Ill.
Stemmers, George F.....	J. W. Booth & Sons Com. Co.....	.....	Rialto Building.
Stevling, Chris. H.....	Brockmeier & Stevling.....	Commission.....	118 S. Main st.
Signaigo, David J.....	.....	.....	1818 Morgan st.
Signaigo, John F.....	Schreiner-Flack Grain Co.....	.....	115 N. Fourth st.
Simon, Chas. G.....	Great Western Feed Co.....	.....	818 Manchester Road.
Simmons, E. C.....	Simmons Hardware Co.....	Hardware.....	Ninth & Washington av.
Simmons, Warren H.....	Bemis Bag Co.....	.....	Fourth & Poplar.
Simmons, Wayne G.....	St. L. Automatic Refrigerating Co.....	.....	S. 3rd st.
Simpson, J. C.....	Consolidated Coal Co., Gen'l Manager.....	.....	400 Olive st.
Simpson, Wm. S.....	Christopher & Simpson Iron Co.....	Foundry.....	Ninth st. and Park av.
Sinclair, Ed. W.....	E. St. Louis Jockey Club, Secretary.....	.....	Globe-Democrat Bldg.
Singer, Richard.....	Kohn & Co.....	Brokers.....	Security Building.
Sinnot, James B.....	Smith Bros. & Co.....	Wholesale Grocers.....	102 Poydras st., N. O.
Skinner, George N.....	Standard Salt & Cement Co.....	.....	6 N. Commercial st.
Skrainka, Fred.....	Skrainka Con. Co.....	Contractors.....	Security Building.
Slack, B. L.....	St. L. United Elevator Company.....	Secretary.....	Rialto Bldg.
Slade, Chas.....	.....	Real Estate.....	415 Cham. of Commerce.
Slattery, D. P.....	.....	.....	Commercial Building.
Slaughter, Jno. B.....	.....	Insurance.....	105 N. Third.
Slaughter, H. B.....	Puff-Slaughter Co.....	Grain.....	Bd. Trade, Chicago.
Sloan, John A.....	.....	Notary Public.....	608 1/2 N. Fourth st.
Sloss, Alex. F. C.....	Bauer Grocer Co.....	.....	Seventh and Poplar sts.
Small, George H.....	.....	Commission.....	102 N. Third st.
Smith, Alex. H.....	Victoria Mill Co.....	Milling.....	212 Chamber of Com.
Smith, John P.....	.....	Commission.....	317 Chamber of Com.
Smith, William.....	with Block, Dean & Co.....	Commission.....	Webster Grove, Mo.
Smith, Sardine.....	Merchants' Dispatch Trans. Co.....	Agent.....	417 Chamber of Com.
Smith, John V.....	.....	.....	Laclede Building.
Smith, F. W.....	Gratiot St. Warehouse Co.....	Storage.....	210 Cham. of Commerce.
Smith, Geo.....	.....	.....	1615 Olive st.
Smith, H. M.....	H. M. Smith & Co.....	Commission.....	1031 N. Third st.
Smith, Henry A.....	.....	.....	3939 Lee ave.
Smith, Huntington.....	.....	Real Estate Broker.....	421 Olive st.
Smith, James B.....	Leeson Cooperage Co.....	Cooperage.....	Scott, Ohio.
Smith, Wm. J.....	Geo. F. Plant Milling Co.....	Millers.....	301 Cham. of Commerce
Smith, Daniel E.....	Annan, Burg & Smith.....	Commission.....	325 Chestnut st.
Smith, Chas. H.....	Davis Coke & Coal Co.....	Manager.....	Security Building.
Smith, Breedlove.....	Francis & Smith Export Co.....	.....	New Orleans.
Smith, John C.....	J. C. Smith & Co.....	Commission.....	1137 N. Third st.
Smith, C. B.....	R. G. Dun & Co.....	Mercantile Agency.....	Cham. of Commerce.
Smith, James A., Jr.....	.....	Coal and Feed.....	Grand and Easton avs.
Smith, E. B.....	Blue & Canada Southern Line.....	.....	312 1/2 Chestnut st.
Smith, W. R.....	B. F. Horn.....	Coopers Supplies.....	113 N. Third st.
Smith, W. L.....	.....	Feed.....	1524 Salisbury st.
Smith, Carroll H.....	Seaboard Air Line Ry.....	Agent.....	Bank of Commerce Bldg.
Smith, Alfred H.....	Huff, Smith & Hall.....	Insurance.....	Wainwright Building.
Smith, Eugene F.....	Gratiot Street Warehouse Co.....	.....	210 Cham. of Commerce.
Smith, C. W.....	C. W. Smith Com. Co.....	.....	Gay Building.
Smithers, John A.....	Smithers & Wagoner.....	Undertakers.....	1127 Olive st.
Smithers, M. L.....	Smithers & Block.....	Hay and Grain.....	3015 Olive st.
Smyth, Isaac S.....	.....	.....	3518 Lindell ave.
Snow, Lewis E.....	Delafield & Snow.....	Insurance.....	Third and Olive st.
Snow, Robert B.....	.....	.....	300 N. Third st.
Snyder, Elias E.....	Ploher Lead Co.....	.....	Security Building.
Somerville, Wm.....	Mo. Glass Co.....	President.....	12th and Olive sts.
Sommer, Joseph.....	.....	Teamster.....	Miami and Capital av.
Spahr, Walter H.....	Spahr-Spear Com. Co.....	.....	202 N. Third st.
Spannagel, Ed.....	.....	Bolting Cloths.....	620 S. Broadway.
Sparks, E. W.....	Christopher Bailey.....	Bags.....	Philadelphia.
Sparks, Hosea B.....	Sparks Milling Co.....	.....	Alton, Ill.
Sparks, W. D.....	Sparks Mill Co.....	Millers.....	Alton, Ill.
Spaunhorst, Henry J.....	.....	Notary.....	Fourth & Market sts.
Spear, William.....	Deceased.....	.....	.....
Spear, Geo. B.....	.....	Peanuts.....	209 N. Second st.
Spear, Edwin H.....	Spahr Spear Com. Co.....	Grain.....	204 N. 3rd st.
Speilbrink, Louis.....	.....	Livery Stable.....	1317 Franklin av.
Spellen, David A.....	.....	Packing & Provisions.....	918 N. Main st.
Spencer, F. A.....	Travelers' Insurance Co.....	.....	Seventh and Olive sts.
Spencer, Corwin H.....	Spencer-Harlow Commission Co.....	.....	303 Cham. of Commerce.
Spieker, Georg.....	Spieker & Co.....	Malster.....	1543 S. Seventh st.
Spinning, F. M.....	.....	Feed.....	7519 S. Broadway.
Sprague, Walter R.....	Sprague Delicatessen Co.....	Restaurant.....	1900 Locust st.
Sprague, R. C.....	.....	.....	500 N. Commercial st.
Stack, Joseph H.....	.....	.....	Atlanta, Ga.
Staed, P. M.....	.....	.....	.....
Stahl, F.....	.....	Teamster.....	2413 Menard st.
Stanard, E. O.....	E. O. Stanard Milling Co. { President	.....	.....
Stanard, W. K.....	..... { Secretary }	.....	406 Cham. of Commerce.
Stanard, E. O. Jr.....	E. O. Stanard Milling Co.....	.....	405 Cham. of Commerce.
Stanley, Henry.....	Todd & Stanley Mfg. Co.....	Mill Furnishings.....	917 N. Second st.
Stark, Chas. B.....	.....	Lawyer.....	106 N. 4th st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Stebbins, L. W.	J. B. M. Kehlor & Co.		401 Cham. of Commerce.
Steele, Joseph W.	Joe. W. Steele & Co.	Printers	18 N. Third st.
Stegall, J. N.	Sayle, Stegall Com. Co.	Commission	104 S. Main st.
Steigens, D. H.	St. Louis Hide & Tallow Co.		3115 N. Broadway.
Steinberg, M. J.	Hatter and Furrier		307 N. Broadway.
Steinmesch, Henry.	Wabash R. R.		Sixth and Olive sta.
Steinwender, Herrn'n A.	Steinwender & Sellner.	Liquors	117 S. Broadway.
Steinwender, G. A.	Steinwender & Sellner.	Whiskies	117 S. Broadway.
Steinke, D.		Grocer	3000 Gravois ave.
Stemmler, Chas.	Chas. Hoppe & Sons	Mailing Co.	719 Park av.
Stephens, W. E.	W. E. Stephens & Co.	Lithographers	716 Locust st.
Stephens, W. Speed.	National Bank.	Cashier	Boonville, Mo.
Sterling, E. C.	Hydraul. Press Brk. Co.	President	Odd Fellows' Building.
Sterrett, F. M.		Farmer	6900 Clayton Road.
Stevener, John.	J. Stevener & Bro.	Feed	1708 Cass av.
Stevens, E. R.	Annan, Burg & Smith.		325 Chestnut st.
Stewart, A. W.	A. W. Stewart & Co.	Commission	410 Cham. of Commerce.
Stewart, A. C.	Phillips, Stewart, Cun- ningham & Elliott	Lawyers	4th and Locust st.
Stewart, A. M.	James Stewart & Co.	Grain Elevator Con- tractors	Commercial Building.
Stewart, James C.			
Stifel, Chas. G.			3013 St. Louis ave.
Stifel, Otto Fred'k. wi. C. G. Stifel's Brew. Co.	Brewing		1901 N. Fourteenth st.
Stiles, Edward J.	Geo. Taylor Com. Co.		21 S. Main st.
Stille, George H.		Notary Public	406 Market st.
Stinde, E. E.		Grain Broker	108 N. Fourth st.
Stinde, Geo. C.	Stinde Bros.	Real Estate	1004 Chestnut st.
Stoble, Wm.	Stoble Cereal Mills.	Macaroni & Vermicelli.	711 N. Second st.
Stoble, Frank L.	United Elevator Co.		Rialto Bldg.
Stock, Philip.	Brewers' Association.	Secretary	Wainwright Building.
Stoeke, Jacob	Jacob Stoeke Co.	Produce	810 N. Third st.
Stoeke, A. L.	St. Louis Oil Co.	Oil	613 N. Second st.
Stockton, F. W.	Traders' Despatch.		Laclede Building.
Stoewener, F. F.			710 Julia st.
Stoddart, T. A.	Third Nat. Bank	Cashier	417 Olive st.
Stone, Leander	Lee Stone & Co.	Grocers	6882 New Manchester Rd.
Stoos, Henry P.		Liquors	214 Franklin av.
Stracke, Albert	Stracke & Caesar.	Liquors	308 N. Second st.
Strain, Arthur R.	Rob't B. Brown Oil Co.	Oil Manufrs.	Rialto Building.
Stratton, Wm.	Ph. H. Postel Milling Co.		Massachusetts, Ill.
Straub, Augustus W.	International Bank.		Fourth and Chestnut sts
Strauss, Harry.	Todds & Stanley Mfg. Co.		217 N. Second st.
Strecker, Christian, Jr. J. F. Conrad Grocer Co.			2714 Franklin av.
Stackmann, Chas. H.		Teamster	1439 N. Fourteenth st.
Stackmann, Emil		Teamster	1913 S. Third st.
Stuede, Wm.	E. B. White Grain Co.		500 Cham. of Commerce
Staever, Anton C.	Home Brewing Co.		Capital av. & Miami st.
Sturgis, S. L.			3550 Chestnut st.
Sudborough, J. A.	Waters-Pierce Oil Co.		Odd Fellows' Building.
Sullivan, T. J.	Ranagan & Co.		1913 S. Broadway.
Sullivan, Patrick			701 Washington av.
Sullivan, John	Sergt. of Police.		4315 Evans ave.
Sullivan, Matthew E.		Wholesale Liquors	712 Pine st.
Summa, Emil	J. W. Booth & Son	Commission Co.	Rialto Building.
Summerfield, Moses	S. & M. Summerfield	Hides and Wool	218 N. Main st.
Sutherland, Grant G.		Commission	325 Chestnut st.
Sutton, Henry L.	Lanham & Sutton.	Real Estate	620 Chestnut st.
Swingley, W. S.	Hoyt Metal Co.		4143 Clayton av.
Swift, W. H.	Fruin, Bambrick Con- struction Co.	Contractors	923 Olive st.
Sykes, Geo. A.	Funsten Commission Co.		109 N. Main st.
Sylvester, James J.	Sylvester Coal Co.	Coal	Laclede Building.
Sylvester, W. W.			
Taaffe, B. P.			4137 Manchester ave.
Tamm, Theodore	St. Louis Woodenware Works.		Foot Anna st.
Tansey, R. P.	St. Louis Transfer Co.	President	2 S. Broadway.
Tansey, B. M.	St. Louis Transfer Co.	Secretary and Auditor.	2 S. Broadway.
Tansey, Geo. J.	Laughlin, Wood & Tansey.	Attorneys	330 Olive st.
Tatum, Louis R.		Attorney	411 Olive st.
Tatum, Chas. F.			P. O. Box 315, Baltimore, Md.
Tatum, H. C.	West Com. Trav. Ass'n.	Secretary	Laclede Building.
Tausig, Edward		Merchant	307 N. Third st.
Tausig, William	Terminal R. R. Ass'n.	President	Union Station.
Tausig, John J.	J. & J. Tausig	Brokers	307 N. Third st.
Tausig, Jos. S.			
Tausig, E. J.	Abeles & Tausig	Lumber Commission	304 N. Third st.
Tausig, Aug.	Stephan & Tausig	Coal	515 Pine st.
Tausig, Chas. S.	Judson & Tausig	Lawyers	421 Olive st.
Taylor, Wm. H.		Insurance	325 Chestnut st.
Taylor, T. Carroll.	T. C. Taylor & Co.	Commission	114 Pine st.
Taylor, Phil. C.			

NAME.	FIRM.	BUSINESS.	LOCATION.
Taylor, E. M.		Commission	309 Chamber of Com.
Taylor, C. H.	Brockman & Trauer- nicht	Commission	806 N. Third st.
Taylor, J. B.	T. C. Taylor & Co.	Commission	114 Pine st.
Taylor, L. E.	Taylor Mfg. Co.	Grocers Sundries	304 N. Fourth st.
Taylor, Proctor.	Taylor Bros. & Co.	Millers	Quincy, Ill.
Taylor, W. C.	Mellier Drug Co.		2112 Lucas Place.
Taylor, Joseph C.	Geo. Taylor Commission Co.		24 S. Main st.
Taylor, Isaac S.			Elighth and Locust sts.
Teague, T. W.	Chas. F. Orthwein & Sons		Laclede Building.
Teasdale, Thos. B.	J. H. Teasdale Commission Co.		325 Chestnut st.
Teasdale, J. Waller.			526 N. Second st.
Teasdale, J. W.	J. W. Teasdale & Co.	Dried Fruits & Com.	210 N. Commercial st.
Teasdale, A. S.		Dried Fruit.	526 N. Second st.
Teasdale, Wm. C.	J. W. Teasdale & Co.	Dried Fruits	526 N. Second st.
Teasdale, Geo. W.	J. H. Teasdale Commission Co.		325 Chestnut st.
Teasdale, C. H.	J. H. Teasdale Commission Co.		526 N. Second st.
Teasdale, J. W., Jr.	J. W. Teasdale & Co.	Dried Fruit.	526 N. Second st.
Teasdale, Robinson D.	The Merchant, Ter. W. H. Co.		210 N. Commercial st.
Teasdale, J. E.			4218 Blaine av.
Tebbette, L. B.	Mansur-Tebbette Imp. Co.	Farm Machinery	Tenth and Spruce sts.
Teichmann, Wm. C.			City Hall.
Teichmann, Charles H.	Teichmann Com'n Co.	Commission	25 S. Main st.
Teichmann, Otto L.			7501 S. Broadway.
Teithorst, Herman		Flour & Feed.	1533 S. Grand av.
Temme, H. H.		Teamster	804 S. Broadway.
Temmeyer, Philip		Teamster	412 Washington av.
Temple, Harry		Bookkeeper	Broadway and Olive st.
Temple, Joseph	Adams Ex. Co.	Agent	360 N. Third st.
Templeman, W. J.	Templeman & Co.	Produce	Turner Building.
TenBroek, Gerrit H.		Attorney	Feed
Tepe, William		Feed	2725 Laclede av.
Terrell, A. C.		Planter	108 N. Fourth st.
Terry, John H.	Terry & Sons	Real Estate	621 Chestnut st.
Terry, T. B.			302 Cham. of Commerce
Tesson, George B.	Nelson Commission Co.		917 N. Second st.
Teuscher, E. C.	Todds & Stanley Mill F Co.		7 N. Third st.
Teuscher, Louis	Teuscher & Co.	Distillers	117 Locust st.
Teuscher, Tuncumseh S.		Distiller	7 N. Third st.
Teuscher, Louis Jr.	Teuscher & Co.	Liquors	117 Locust st.
Teuscher, J. C.	T. C. Teuscher	Wholesale Liquors	109 N. Main st.
Tevis, Hupp	Funsten Commission Co.		512 Commerce Bldg.
Thaw, Charlie	C. Thaw & Co.	Life Ins. Agent	706 Pine st.
Thompson, A. L.	Cavender & Thompson	Real Estate	Laclede Building.
Thompson, Wm. B.		Attorney	Broadway & Olive st.
Thompson, Wm. H.	Nat. Bank of Commerce	President	327 N. Third st.
Thompson, E. F.	G. A. Benton & Co.	Grain	222 Pine st.
Thompson, Charles L.	C. L. Thompson & Sons	Insurance	400 N. Main st.
Thompson, C. McClung			313 Cham. of Commerce
Thompson, Joseph B.	Plaza Woolen Mills		Rialto Building.
Thompson, James J.		General Commission	
Thompson, R. P.	Crescent Grain & El Co.		
Thomson, John E.			
Thomson, Wm. H.	Boatmen's Sav. Bk.	Cashier	4th and Washington av.
Thomson, M. D.	Thomson & Cooke	Cheese Co.	318 N. Second st.
Thorn, Wm. J.	Thorn & Hunkins Cement Co.		Elighth & Chestnut sta
Thornburgh, W. H.	Platt & Thornburg P. & G. Co.	Paints and Glass	Seventh & Franklin av.
Thyson, John	Ryan Commission Co.		106 N. Fourth st.
Tice, John H.	St. Louis Hay Exchange		612 Theresa av.
Tiedemann, Frederick	F. Tiedemann & Co.	Millers	Jackson, Mo.
Tiedemann, Geo. W.	Chas. Tiedemann Mfg. Co.		O'Fallon, Ill.
Tiemeyer, John C.	Jno. C. Tiemeyer Leaf Tobacco Co.		100 S. Second st.
Tiernan, Joseph H.		Real Estate	726 Chestnut st.
Tietjens, Henry	Henry Tietjens & Co.	Feed	3327 N. Twenty-Fifth.
Tillotson, Elias	E. Tillotson & Co.	Commission	102 S. 4th st.
Tilton, Edgar D.	E. O. Stanard Milling Co.		408 Cham. of Commerce.
Timken, Henry		Vehicle Springs	321 Clark av.
Timmerman, G. H.	St. Louis Iron & Machine Works		24 and Chouteau av.
Timmerman, Fredk. J.	Berry-Horn Coal Co.		Union Trust Building.
Tinker, George	Tinker & Smith Malt ling Company		
Tinker, Z. W.		Maltsters	33 S. Seventeenth st.
Tisdale, James		Book-keeper	1517 N. Tenth st.
Tittmann, Harold H.	St. Louis Cooperage Co.		Main and Arcenal sts.
Tivy, Wm. N.		Produce and Com'n	620 N. Third st.
Tod, Jr., Gerhard	Tod & Co.	Grain	Washington, Mo.
Tompkins, C.	Union Trust Co.	Cashier	Union Trust Building.
Toney, H. W.		Feed	2934 Olive st.
Tontrup, Louis H.	Papin & Tontrup	Real Estate	626 Chestnut st.
Tower, Geo. F. Jr.	Goodwin Manuf'g Co.	Candles and Soap	3332 Chouteau av.
Tracy, John H.	David Nicholson	Grocer	11 N. 6th st.
Trask, Isaac R.	Trask Fish Co.	President	510 N. Second st.
Trask, Walter B.	Trask Fish Co.		510 N. Second st.
Traumiller, Joseph	Phoenix Brewing Co.		1724 Lafayette av.
Trauernicht, F. C.	Brockmann & Trauer- nicht	Prov. and Com'n	806 N. Third st.
Trembley Chas. Z.	Keeley & Co.	Real Estate	1113 Chestnut st.

NAME.	FIRM.	BUSINESS.	LOCATION.
Triplett, John R.		Insurance.	118 N. Third st.
Trowbridge, Daniel.	Star Union Line.		309 Olive st.
True, James B.	Laclede Bank.	Cashier.	Fourth & Olive sts.
Trusdell, W. S.	Trusdell Bros.	Commission.	118 Fine st.
Tumbach, C. S.	McCullough & Tumbach.	Commission.	114 N. Main st.
Tunstall, R. J.		Real Estate.	630 Chestnut st.
Tunstall, R. C.	St. Louis Hay Exch. }	V. Pres't.	602 Theresa av.
Tunstall, R. B.		Sec'y.	602 Theresa av.
Turner, M. L.	Capital Nat. Bank.	Cashier.	Guthrie, Okl.
Turner, Charles H.	Chas. H. Turner & Co.	Real Estate.	304 N. Eighth st.
Tutt, Dent G.	D. G. Tutt Grocer Co.	Grocers & Prov.	417 N. Main st.
Tutt, E. G.	Miss. Valley Hay Storage Co.		Branch and Hall sts.
Twining, C. O.			314 N. Main st.
Tyler, George	Robt. Atkinson & Co.	Commission	
Udell, C. E.	C. E. Udell & Co.	Cheese.	410 N. Second st.
Ulrich, Harry C.	H. C. Ulrich & Co.	Lumb. & Bldg. Mater'l.	Twelfth & Market sts.
Unack, James	Jas. Unack Pack. & Prov. Co.		100 Clark av.
Urquhart, George	Plant Seed Co.	Seeds.	314 N. Fourth st.
Vahlkamp, Henry	W. J. Lemp.	Clerk.	18th and Cherokee sts
Vail, J. A.		Corless Engines.	Laclede Building.
Valentine, Walter D.	W. D. Valentine & Co.	Comm.ission.	149 Evanston av., Chicago, Ill.
Vails, Jno. F.	Desloge Con. Lead Co.	Secretary	323 Fine st.
Vallier, Charles	Enterprise Milling Co.		Greenville, Ill.
Van Arsdale, E. S.		Grain.	Carrollton, Ill.
Van Blarcom, J. C.	Nat. Bank of Commerce	Banking.	Broadway & Olive st.
Van Graafeiland, S.	Crystal Soap Works.		217 Park ave.
Vandolah James.		Capitalist.	Kahoka, Mo.
Van Dorp, J.	W. D. Orthwein Grain Co.		New Orleans.
Vincent, J. F.	C. W. Smith Com. Co.		Gay Building.
Virden, Samuel.		Commission	506 Chamber of Com.
Volkner, Otto	O. Volkner & Co.	Commission	214 N. Broadway.
Vogeler, Julius		Grocer and Commis'n	14 N. Third st.
Vogel, Charles F.		Real Estate.	716 Chestnut st.
Vogel, John			314 Chestnut st.
Vogelsang, Henry	Hubbard & Bartlett Com. Co.		Fourth and Pine sts.
Vogelsang, John H.	Jno. H. Vogelsang & Co.	Provisions.	Fourth and Wash st.
Voorhies, C. J.			111 N. Eighth st.
Von der Ahe, Chris.		Natural Brg Ed & Vandeventer av.	
Von Wedelstaedt, E. Par.		Real Estate.	Wainwright Building.
Verdriede, E. Henry	St. Louis Terra Cotta Co.		3019 Sidney st.
Wachter, G. W.	P. Brockman Commission Co.		Rialto Building.
Waddock, Frank G.	with O'Connor & Co.	Market Reporter	112 Chestnut st.
Wade, Albert			Alton, Ill.
Wade, Festus J.	Anderson & Wade Real Estate Co.		Columbian Building.
Wade, James B.	Standard Elevator Co.		Globe-Dem. Building.
Waggenman, Alfred J.		Clerk Court Crim. Correct'n.	Four Courts.
Wagner, Charles		Pig Lead.	Laclede Building.
Wagoner, Henry H.	Smithers & Wagoner.	Undertakers.	1127 Olive st.
Wahl, John	John Wahl Commission Co.		3 S. Main st.
Wahl, J. B.			Quincy, Ill.
Wahl, Fritz	Wahl Brewery Co.		2 S. Main st.
Wahl, Edwin L.	Jno. Wahl & Co.	Commission	
Wainwright, Ellis.	St. Louis Brew. Ass'n.		Wainwright Building.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck Prov. Co.	Provisions	111 Market st.
Wall, Nicholas R.	Wall & Whittemore.	Insurance	304 N. Third st.
Walsh, Austin		Clerk.	330 Chestnut st.
Walsh, Julius S.	Miss. Valley Trust Co.	President.	303 N. Fourth st.
Walsh, Peter	Miss. Glass Co.	President.	319 N. Twelfth st.
Walsh, Edward jr.			Main & Angellon sts.
Walsh, J. H.	Superlative P. F. Co.		P. O. Box 393, City.
Walther, Chas. F.			1723 Taylor ave.
Walke, Louis H.	Wm. Walke & Co.	Soap	2nd and Grand av.
Walton, E. S.		Commission	Laclede Building.
Wand, Thos.		Livery	218 S. Sixth st.
Wangler, Joseph		Boiler Manuf.	1647 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S. W. Co.	Teamster.	1647 N. Ninth st.
Ward, James	James Ward & Son.		517 N. Levee.
Ward, Thos. H.		Ship Chandlers	
Ward, T. J.		Builder	506 Olive st.
Wardrop, Richard	Hunter Bros.	Commission	Republic Building.
Ware, Enoch H.	Alkire Grocer Co.		3023 Locust st.
Ware, Geo. W.			Jerseyville, Ill.

NAME.	FIRM.	BUSINESS.	LOCATION.
Warren, Andrew		Iron and Steel	516 N. 3rd st.
Warren, W. D.		Farmer	City
Warren, M. W.	W. H. Brown Sons	Coal and Coke	Bank of Commerce Bldg
Warren, Thos.			200 N. Second st.
Warren, Wm. Jr.	Bail-Warren Com Co.		109 Walnut st.
Warren, John A.	Jno. A. Warren & Co.	Commission	318 Cham. of Commerce
Warren, Geo. F.	Hunter Bros.	Floor and Feed	Republic Building
Washington, F. T.		Commission	326 Chestnut st.
Wasson, H. D.		Broker	306 Cham. of Commerce
Waterworth, James A.	Essex & Waterworth	Insurance	Gay Building
Watkins, E.	Keyes-Watkins Livery Co.		1005 N. Grand av.
Watling, Arthur J.		Real Estate	800 Chestnut st.
Watson, John T.		Cotton	Main and Walnut sts.
Watson, Harry A.			Main and Walnut sts.
Watson, Sam. S.	Watson Bros. & Co.	Millers	Kansas City
Watts, T. G.	T. G. Watts & Co.	Real Estate	531 Chestnut st.
Watts, W. C.			327 N. Second st.
Webb, James.		Insurance	4th and Wash. ave.
Weber, Herman G.	Brosius, Bell Oil Wks.	Oil Factory	Belleville, Ill.
Weber, Henry C.	Alden Vinegar Co.		1001 N. Main st.
Weber, Ernst.		Feed	1452 S. 2nd st.
Weber, L.	Nedderhut Warehouse Co.		Main and Cedar sts.
Weber, Henry.	Weber Drayage Co.		115 Vine st.
Webster, J. & J.	Richmond & Danville R. R.		House Building
Weidner, Eugene G.	E. G. Weidner Com. Co.	Commission	710 N. Third st.
Weigel, Eugene F.	Weigel & Campfield	Insurance	117 N. Third st.
Weil, Jacob P.	Barnard, Baer & Co.	Produce and Provis.	114 Elm st.
Weil, Aug. J.			
Weil, Henry G.			Security Building
Weir, A.	A. Weir Produce Co.		1015 N. Third st.
Weisenborn, S. A.		Coal	311 Olive st.
Weigle, W.		Grain	151 Mill st.
Wells, Edgar T.	Wabash R. R.	Vice President	195 Broadway N.Y. City
Wells, Rolla.			508 Olive st.
Wenneker, Chas. F.	Wenneker, Morris Candy Co.		217 Pine st.
Werner, Louis	St. Ls. Ref. & Wooden Gutter Co.		Main st. & Park ave.
Wernse, H. H.	Wernse & Dieckman	Brokers	317 N. Fourth st.
Werth, John E.	J. E. Werth & Bro.	Insurance	18 N. Third st.
Werth, G. L.			
Wertheimer, J. J.	Wertheimer, Swarts & Co.	Wh. Boots & Shoes	519 N. Eighth st.
Westcott, W. B.	W. B. Westcott & Co.	Commission	330 N. Main st.
West, Courtney H.	Moffet-West Drug Co.		517 N. Fourth st.
West, Thomas H.	St. Louis Trust Co.	President	Fourth and Locust. sts.
West, J. T.	Meeks, West Grocer Co.		401 N. Second st.
Wetzel, G. E.	G. E. Wetzel Commission Co.		112 N. Main st.
Wetzell, G. E. Jr.			
Weymann, Henry		Lead & Zinc Ore	Joplin, Mo.
Wezler, Chas.		Liquors	214 S. Fourth st.
Wheeler, R. T.	Wheeler, James & Co.	Live Stock	Union Stock Yards
Wheeler, James L.	S. Howes Grain Clg. Mach.		Silver Creek, N. Y.
Wherry, John.	John Wherry & Co.	Self-Raising Flour	114 Pine st.
Whipple, Alphonzo.	Whipple's Ins. Prot.		
Whitaker, Edwards.	Agency	Protective and Ins.	317 N. Third st.
White, E. B.	Whitaker & Hodgman	Brokers	300 N. Fourth st.
White, J. Sibley	E. B. White Grain Co.		500 Cham. of Commerce
White, T. E.	Bradbury Marble Co.		1232 S. Second st.
White, N. M.	Skinner, White & Co.	Drygoods Com'n	719 Lucas av.
Whitehead, S. A.	White Bros.	Stock	Norborne, Mo.
Whitehill, Thomas H.	Nannon Commission Co.		502 Cham. of Commerce
Whitelaw, Geo. P.	Citizens' Ins. Co.	Insurance	Rialto Building
Whitelaw, Oscar L.	Collier Company	White Lead	510 Pine st.
Whitelaw, Robert H.	Whitelaw Bros.	Paints and Oils	409 N. Second st.
Whitelaw, Chas. W.	Huse & Loomis, Ice & T. Co.		Security Building
Whitlow, Wm. W.		Farmer	Harvel, Ills.
Whitmore, Daniel R.	Merchants' Exchange	Ass't Secretary	Third and Pine sts.
Whitmore, H. R.		Commission	813 Chestnut st.
Whittaker, John	Fran. Whittaker & Sons	Fork Packers	Seventh and Carr sts.
Whittemore, F. C.	Wieder & Whittemore	Insurance	30 N. Third st.
Whittle, T. W.	J. A. Warren & Co.	Commission	318 Cham. of Commerce
Whyte, Joseph P.			108 N. Eighth st.
Wibracht, Henry M.	Wibracht-Riske Commission Co.		108 N. Fourth st.
Wickham, E. F.	Heiser & Wickham	Coal	House Building
Wickham, W. F.	Tudor Iron Works		418 Locust st.
Wickliffe, Joseph H.	Wickliffe Bros.		Arkansas City, Kas.
Wieder, M. S.	Wieder Paint Co.		30 N. Main st.
Wiedner, Fred.	Gratiot St. Warehouse Co.		210 Cham. of Commerce
Wiedner, John.	Gratiot Street Warehouse		210 Cham. Commerce
Wiener, I. M.	I. M. Wiener & Co.	Brokers	Walwright Building
Wiener, Adolph			
Wiest, Adam		Cotton	Cotton Exchange
Wigglesworth, Jno. M.	with Cox & Gordon	Provisions	1019 S. Third st.
Wilhelm, W. B.	W. B. Wilhelm & Co.		316 N. Main st.
Wilkerson, E.	Covenant Mutual Life Insurance Co.	Insurance	Ninth and Olive sts.

NAME	FIRM	BUSINESS	LOCATION
Wilkins, John T.	Wm. A. Orr Shoe Co.		620 N. Eighth st.
Wilkins, W. T.	Senter & Co.	Commission	Third and Walnut sts.
Wilkinson, Geo. F.			2329 Scott av.
Willard, Wm. G.		Manufacturer	113 N. Second st.
Willemsen, Chas.	Willemsen Belting Co.		217 Destrehan st.
Williams, John R.	Libby & Williams Paper Company	Paper and Twine	431 N. Second st.
Williams, James M.	Williams & Co.		Memphis, Tenn.
Williams, E. F.	Hamilton-Brown Shoe Co.		Ten15 & Washington av.
Williams, Elmer V.	Wm. Johnston & Co.	Ship Agents	106 N. Fourth st.
Williams, P. P.	P. P. Williams & Co.	Commission	Gay Building.
Williamson, E. T.			114 N. Fourth st.
Williamson, W. H.	Staunton Milling Co.		Staunton, Ill.
Wilson, Geo. W.			319 N. Fourth st.
Wilson, J. Wright			325 Chestnut st.
Wilson, Robert M.	Bank of Perryville		Perryville, Mo.
Wilson, Chas. A.	St. Louis United Elevator Co.		Rialto Building.
Wilson, Geo. W.	Anderson & Wade Real Estate Co.		318 N. Eighth st.
Windmuller, O. A.	Blossom, Windmuller & Kuehne		217 N. Third st.
Winkelmeyer, Adolph E.	Alkire Grocer Co.		421 S. Seventh st.
Winkelmeyer, Christ'r			3540 Chestnut st.
Winkelmeyer, Jul. L.			4273 Pine st.
Winn, John D.	Lambert Pharmacal Co.		2101 Lucas av.
Winner, Herman			1439 Madison st.
Wintermann, R.	St. Louis Syrup Refining Co.		14 N. Second st.
Wirick, John A.	Imperial Mill Co.	Miller	Clarksville, Mo.
Wiseman, Arthur A.		Commission	108 N. Fourth st.
Wishart, J. Sinclair		Leaf Tobacco	1137 Market st.
Wisnath, Chas., Jr.	C. Wisnath & Son	Pork Packing Co.	1115 N. Twelfth st.
Withnell, W. W.			3100 Meramec st.
Witherspoon, T. C.	Witte Hardware Co.	Cotton	Cotton Exchange.
Witte, Otto H.			704 N. Third st.
Woelke, Matt.	Witt Baur & Regel	Salesman	833 N. Third st.
Woerheide, A. A. B.	Lincoln Trust Co.	Investigators	618 Chestnut st.
Woestman, J. B.	Franklin Bank	Vice-President	400 Morgan st.
Wohlmaier, Harry	Frey	Stationery Co.	306 N. Third st.
Wolcott, Welland E.	E. G. Dun & Co.		Cham. of Commerce.
Wolfe, Daniel E.	Continental Wire Co.	Iron, Nails and Steel	Laclede Building.
Wolffenden, C. F.	A. A. Paton & Co.	Cotton	Cotton Exchange.
Wolf, Julius	Jul. Petersen Com. Co.		709 Carroll st.
Wolgaat, Louis		Feed	2137 Gravois av.
Woltman, G.			Security Building.
Wonderly, Peter		Coal	2000 Clark av.
Wonderly, Charles P.			4007 Olive st.
Wood, F. C.	A. N. Kellogg Newspaper Co.		224 Walnut st.
Wood, H.	Union Dairy Co.	Dairyman	Jeff. & Washington avs.
Wood, John M.	Langhlin, Wood & Tansey	Attorneys	Commercial Building.
Woodlock, Frank D.	Cole Bros. Com. Co.	Commission	213 N. Second st.
Woods, J. P.	C. P. Burr & Co.		123 N. Main st.
Woods, Wm.	Woods & Co.	Commission	418 Cham. of Commerce.
Woodward, Geo. D.	Woodward Flour Co.		200 S. Commercial st.
Woolbrink, Henry	St. Louis Dressed Beef & Provision Co.		823 N. Fourth st.
Wooster, E. L.	Jno. Mulally Commission Co.		405 Chamber of Com.
Worcester, Frank, Jr.			4315 Evans ave.
Wraps, Henry	The Hy Wraps Co.	Staves and Headings	509 Chestnut st.
Wright, H. W.		Farmer	Carrollton, Ills.
Wright, Joseph P.	Jas. A. Wright & Sons.	Carriage Manufra.	19th & Washington av.
Wright, Frank L.			
Wright, Geo. M.	Wm. Barr Dry Goods Co.		31th & Olive sts.
Wright, F. A.	Mo. Lined Oil Works		409 N. Second st.
Wright, J. W.	E. Cleary Commission Co.		124 Cham. of Commerce.
Wrisberg, Wm. C.	Central Loan Co.		244 N. Fourth st.
Wuerpel, Fred E.	Dehner-Wuerpel M. E. Co.		1611 S. Third st.
Walze, Wm. H.	Woestman, Mifi Co.	Millers	516 Cham. of Commerce.
Wunderlich, Chas. jr.	Chas. Wunderlich & Son.	Coopers	2212 N. Ninth st.
Wyman, Arthur	Penn. Salt Co.		321 N. Second st.
Wyman, Henry P.	St. Ls. & Miss. Val. Tr. Co.	Secretary	Main and Walnut sts.

Yestman, James E. Merchants' Nat'l Bank..Banking.....412 Olive st.
 Young, Robert S. Funsten Bros. & Co. Commission.....108 N. Main st.
 Young, D. W. Harison-Barry Com. Co.301 Cham. of Commerce.
 Young, Fred N. Francis Construction Co.904 Olive st.

Zelle, F. E. Zelle Bros. Provision & Commission Co. Provisions & Com'n.....702 N. Third st.
 Zenk, Phillip John Farmer.....Troy, Ill.
 Zeller, Wm. F. Main and Walnut sts.
 Ziegenhein, Henry Collector.....Court House.

INDEX.

GENERAL REVIEW..... 58.

Ale	258
Apples	254
Agricultural Machinery.....	79

Bank Statement.....	86
Bran	193
Bridge Traffic	106
Beans	253
Butter	254
Building Statistics.....	90
Bagging	240
Board of Directors, Report of	11
" " Resolutions.....	18
Beer	166
Beef	221, 258
Boots and Shoes.....	69, 258
Barbed Wire.....	258

Commerce and Industries	58
Cheese	354
Coal and Coke	107
Clearing-House Statement.....	88
Custom-House Transactions.....	87
Corn Meal	192
Comparative Business of 1891 to 1894	45
Call Board Transactions.....	202
Crop Reports for 1894	308-316
" several Years	317
Crop in the World.....	219
Crops of Missouri.....	305
Crops, average condition.....	218
Cotton	145
Committees for 1894	6
" 1896	9

Cattle	229
Coffee	72
Cranberries	258
Candles	258
Cement	258
Cordage and Rope	258
Oastor Beans.....	252
Climate	96
Candies	257
Cottonseed Meal	258

Dried Fruit	253
Dry Goods.....	68

Exchange, meetings of	89
Elevators, capacity and rates	154
Eggs	254
Electrical Industries.....	80

Flour & Grain, Total movement.....	148
" " monthly receipts & shipm'ts	157
" " total " for 24 yrs	168
Flour, Review	155
Receipts by Crop Years	158
Monthly receipts & shipments.....	158
Exports from the United States.....	160
Receipts at various cities.....	160
weekly prices	162

Flour, amount manufactured	156
" " handled.....	157
" " manfd in various cities	161
sources of supply and direction of shipments	158
stocks in store.....	157-159
report of Board of Flour Inspectors	161
foreign shipments	159
Flax Tow	240
Fire Record	92
Fish.....	258
Foreign Trade	157
Flax Seed.....	254
Fertilizers	258
Finance.....	86-88
Foreign shipments via New Orleans.....	141
" via Atlantic seaports	133
Freights to New Orleans by river	130
Memphis & Vicksburg by river	130
all rail eastward	108
from St. L. to Liverpool via New Orleans	141
from St. L. to Liverpool via New York	141
to Southern Cities by rail.....	108
Furniture	67
Furnies.....	106
Furnaces	79

Glucose	75
Groceries	71
Grain Inspection	194
Grain receipts and shipments for a series of years	168
stocks in store at close of each week	196-200
shipments by barges to New Orleans	128
foreign shipments from N. O.	140
monthly receipts and shipments	167
Review	163
Receipts by Crop Years.....	190
Exports from United States.....	180
Daily Prices	174 to 189
Visible Supply.....	203
Receipts at various cities.....	201
Wheat	164, 168, 206, 210
Corn	166, 170, 209, 211
Oats	166, 171, 212
Barley	168, 173, 214
Rye	166, 172, 213
receipts at seven Atlantic ports	207

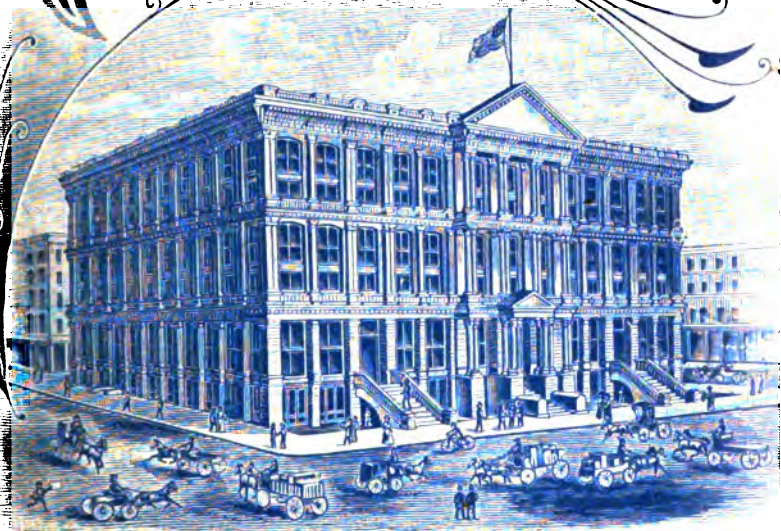
Harlow, A. T., in memoriam	4
Hats and Caps	68
Hominy and Grits	192
Hides	248
Hogs	229
Hay	250
Horses and Mules.....	231
Hops	258
Hardware.....	77
Harvest Time of the World.....	217

INDEX.

Imports and Exports of the United States value	85
Internal Revenue collections	103
Iron and Steel	83, 258
Inspectors 1895	9
" 1894	6
Iron Ties	240
Jute	240
Live Stock	229
Lumber	241
Lead	246
Leather	249
Molasses	73
Malt	258
Members of the Exchange, 1894 (Appendix)	
Members of Exchange deceased in 1894	396
Meteorological Tables	95
Millstuffs	183
Manufactures	58, 68
Municipal affairs	83
Nails	258
Naval Stores	245
Officers of the Exchange since its organization	3
Officers of the Exchange for 1894	5
" " " 1895	8
Onions	232
Oils	258
Oranges and Lemons	258
Ore, Iron	258
" Zinc	258
Oat Meal	193
Oil Cake	258
Potatoes	316, 252
Population	89
Provisions and Packing	231
Provisions Exports from U. S.	227
" Weekly prices	228
Post-Office Statistics	99
Pig Iron	258
Public Schools	68
Peltries and Furs	249
Rapid Transit	66
Rect's f'm Jan. 1 to close of each week	150
" monthly totals	270
" by each river & railroad	259
Rainfall	95

Rye Flour	192
Real Estate	89
Rosin	245
Railroad Iron	258
Railroads	109
Rice	73
River Statistics—	
River commerce of St. Louis, 1894	114
Accidents on western rivers	132
Arrivals & departures of steamers	126
Shipments by Southern boats	129
Gauge readings	124, 125
Depth of Channel, southward	123
Shipments by barge line	123
Harbor & Wharf Commisr's Rep.	131
Secretary, Report of	45
Seeds	254
Salt	251
Sheep	250
Shipments Monthly and by each Railroad and Elver	261-295
Shipstuffs	193
Sugar	71
Staves	238
Soap	253
Shipments of leading articles to close each week	153
Stock Yards	233
State Finances	91
Staves	253
Spanish American Trade	194
Stoves and Hardware	77
State of Missouri	46-51
Tea	75
Transfer Statistics	105
Treasurer, Report of	41
Tobacco	255-259
Tonnage, Totals by each river and railroad	104
Tar and Pitch	245
Turpentine	245
Tin	253
Temperature	95
Transportation Facilities	109
Tallow	233
Terminal Improvements	111
Wines and Liquors	202
Wool	245
Whiskies	245
White Lead	245
Zinc and Spelter	236

ANNUAL STATEMENT
OF THE
TRADE & COMMERCE
OF ST. LOUIS,
FOR THE YEAR 1895.



REPORTED TO THE
MERCHANTS' EXCHANGE
— OF ST. LOUIS, —

BY *Geo. H. Morgan,*
SECRETARY.

ANNUAL STATEMENT
OF THE
Trade and Commerce
of Saint Louis,
For the Year 1895.

REPORTED TO THE
Merchants' Exchange of Saint Louis,
BY
GEO. H. MORGAN, Secretary.



ST. LOUIS, MO.:
PRESS OF MEKEEL'S PRINTING ESTABLISHMENT,
1896.

THE
NEWBERRY
LIBRARY
Digitized by Google

OFFICERS OF THE

MERCHANTS' EXCHANGE OF ST. LOUIS

SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.	No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin. 675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin. 518
1864	Thomas Richeson.	Barton Able.	C. L. Tucker. 725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer. 990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor. 1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor. 1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer. 1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole. 1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger. 1239
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain. 1232
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman. 1869
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel. 1363
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle. 1307
1875	D. P. Rowland.	Jno. P. Meyer.	Wm. M. Senter. 1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson. 1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain. 1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander. 1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp. 1290
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald. 1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow. 3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaiennie. 3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier. 3566
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow. 3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery. 3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will. Boyd. 3364
1887	Frank Gaiennie.	Louis Fusz.	Thomas Booth. 3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox. 3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston. 3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanagan. 3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis. 3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield. 3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett. 2912
1894	A. T. Harlow.	Wm. G. Boyd.	E. A. Pomeroy. 2907
	Wm. G. Boyd.	Geo. H. Small.	
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard. 2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson. 2518

Secretary and Treasurer.

1862	- - -	Clinton B. Fisk.
1863-64	- - -	J. H. Alexander.
1865-96	- - -	Geo. H. Morgan.

73484

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1895.

PRESIDENT.

THOMAS BOOTH.

VICE-PRESIDENTS.

First Vice-President, C. MARQUARD FORSTER.

Second Vice-President, GEO. D. BARNARD.

DIRECTORS.

1895.

WM. T. ANDERSON.
H. L. BILBRO.
H. F. LANGENBERG.
WM. K. STANARD.
C. J. HANEBRINK.

1895-96.

WM. G. BOYD.
WM. A. GARDNER.
SOL J. QUINLIVAN.
CHRIS. SHARP.
CHAS. L. HEITZEBERG.

SECRETARY AND TREASURER.

GEO. H. MORGAN.

ASSISTANTS.

D. R. WHITMORE.

S. H. HEWLETT.

CALLER.

JOS. P. CARR.

DOOR-KEEPER.

JAMES P. NEWELL.

Attorney—F. N. JUDSON.

COMMITTEE OF APPEALS.

ARTHUR BROCKMAN.
W. P. KENNETT.
B. J. MCSORLEY.
BENJ. ALTHEIMER.
WM. BULL.
H. C. HOLLMANN.

J. W. BECK.
CHRIS. BERNET.
HERMAN BIENENSTOCK.
E. E. SCHARFF.
WM. J. LEMP, JR.
WM. P. NELSON.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

THOS. B. GETTYS.
WM. WOODS.
T. R. BALLARD.
J. R. BUTLER.
C. S. FREEBORN.

SECOND SIX MONTHS.

GEO. A. ROTH.
E. L. BUSCHMAN.
D. R. POWELL.
JOHN M. GANNETT.
JOHN P. OWENS.

OFFICIAL MARKET REP'R.
MARC. J. GAUTIER.

TELEGRAPH AND CALL BOARD CLERK.

CHAS. H. WHITMORE.

RIVER CLERK.

E. T. WALTON.

MESSENGER.

FRANK T. MUDGE.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1896.

PRESIDENT.

C. H. SPENCER.

FIRST VICE-PRESIDENT, AMEDEE B. COLE.
SECOND VICE-PRESIDENT, CLARK H. SAMPSON.

DIRECTORS.

1896.
WM. G. BOYD,
WM. A. GARDNER,
SOL. J. QUINLIVAN,
CHRIS. SHARP,
CHAS. L. HEITZEBERG,

1896-97.
THOMAS BOOTH,
MANLEY G. RICHMOND,
H. H. WERNSE,
WM. B. DEAN,
JOSEPH A. JENNELLE.

SECRETARY AND TREASURER.

GEO. H. MORGAN.

ASSISTANTS.

D. R. WHITMORE. S. H. HEWLETT.
Caller—JOSEPH P. CARR. Doorkeeper—JAMES P. NEWELL.
Attorney—F. N. JUDSON.

COMMITTEE OF APPEALS.

LOUIS J. HOLTHAUS,
G. O. KALB,
ISAAC M. MASON,
NICHOLAS R. WALL,
P. P. WILLIAMS,
GEO. L. EDWARDS,

FESTUS J. WADE,
C. C. ORTHWEIN,
LOUIS FUSZ,
J. T. BIRCH,
THEO. G. MEIER,
GEO. F. LANGENBERG.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.
ALONZO C. CHURCH,
F. W. HOFMANN,
W. T. HICKMAN,
JOSEPH HATTERSLEY,
J. E. TEASDALE,

SECOND SIX MONTHS.
W. B. HARRISON,
C. A. CUNNINGHAM,
EDWARDS WHITAKER,
JOHN C. FISCHER,
JOHN J. SCHULTE.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

TELEGRAPH AND CALL BOARD CLERK.

CHAS. H. WHITMORE.

RIVER CLERK.

E. T. WALTON.

STENOGRAPHER.

MISS E. O. GIBSON.

MESSANGER.

FRANK T. MUDGE.

REAL ESTATE COMMITTEE.

C. H. SPENCER, CHAIRMAN.
AMEDEE B. COLE, THOMAS BOOTH,
WM. G. BOYD, W. T. ANDERSON.

COMMITTEE ON MEMBERSHIP.

H. H. WERNSE, CHAIRMAN.
WM. B. DEAN, W. A. GARDNER.

COMMITTEES AND INSPECTORS FOR 1896.

EXECUTIVE COMMITTEE ON GRAIN INSPECTION.

CHRIS. SHARP, CHAIRMAN. AMEDEE B. COLE. CHAS. H. TIECHMANN

WHEAT INSPECTION.

CHRIS. SHARP, CHAIRMAN. W. K. STANARD. JOHN THYSON.
ELBERT HODGKINS. REDMOND OLEARY. C. H. SEAMAN.

CORN, OATS AND RYE INSPECTION.

AMEDEE B. COLE, CHAIRMAN. M. J. CONNOR. J. H. KRACKE.
H. W. BECK. T. B. MORTON.

BARLEY INSPECTION.

CHAS. H. TIECHMANN, CHAIRMAN. F. O. ORTHWEIN. H. NICOLAUS.
CHAS. EHLEBMANN. ADOLPHUS BUSCH, JR.

GRAIN INSPECTORS.

C. O. DUTCHER, CHIEF INSPECTOR. T. L. CURRIE, ASST. CHIEF INSPECTOR.
J. E. ROBINSON.

FLOUR INSPECTION.

C. BERNET, CHAIRMAN. ANDREW D. HARDIE, SECRETARY.
M. LEFTWICH. AUG. J. BULTE. E. E. SCHARFF.
F. E. KAUFFMAN. R. H. LEONHARDT.

BOARD OF FLOUR INSPECTORS.

VICTOR GOETZ, PRESIDENT. AUGUST RUMP, SECRETARY.

COMMITTEE ON RULES.

THOMAS BOOTH, CHAIRMAN. THOMAS AKIN. W. P. KENNETT.

PROVISION INSPECTION.

CHAS. L. HEITZEBERG, CHAIRMAN. JAMES MEAGHER. JAMES SHARP.
HENRY WOLLBRINCK, HENRY CROSSMAN. JOHN RING.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

WM. B. DEAN, CHAIRMAN. ROBERT POMMER. EMIL SUMMA.
AUG. J. BARNIDGE. FRED. S. PLANT.

SEED AND CASTOR BEAN INSPECTOR AND WEAHER.

W. F. CHAMBERLAIN.

MARKET REPORTS.

WM. A. GARDNER, CHAIRMAN. T. C. TAYLOR. W. L. GREEN.

CONTRACTS.

WM. G. BOYD, CHAIRMAN. R. M. HUBBARD. JOHN P. SMITH

COMMITTEES AND INSPECTORS FOR 1896.

(CONTINUED)

POSTAL AFFAIRS.

SOL. J. QUINLIVAN, CHAIRMAN. CHAS. J. QUESNEL. WM. M. LEFTWICH.
JOHN B. SLAUGHTER. THOS. B. TEASDALE.

FLOOR.

JOSEPH W. STEELE, CHAIRMAN.

J. W. COHN.	JOHN M. GANNETT.	JOHN H. BLESSING.
JOHN P. WOODS.	A. C. REYNOLDS.	W. T. HICKMAN.
E. W. GESSLER.	THOS. GRIFFIN.	J. M. JANES.

MISSISSIPPI RIVER.

HENRY C. HAARSTICK, CHAIRMAN.	THOMAS BOOTH.
LEONARD MATTHEWS.	M. J. MURPHY.
C. MARQUARD FORSTER.	E. O. STANARD.
MAROUS BERNHEIMER.	FRANK GAIENNIE.
WM. B. ARCHER.	JEROME HILL.
H. R. WHITMORE.	

NATIONAL BOARD OF TRADE.

CLARK H. SAMPSON, CHAIRMAN.	E. O. STANARD.
HENRY R. WHITMORE.	W. T. ANDERSON.
MOSES GREENWOOD, JR.	HENRY G. GRAFT.
CHAS. F. ORTHWEIN.	LOUIS FUSZ.
	C. J. HANENBRINK.

LEGISLATIVE.

W. P. KENNETT, CHAIRMAN.

E. C. SIMMONS.	F. N. JUDSON.	F. E. KAUFFMAN.
ADIEL SHERWOOD.	E. B. WHITE.	P. P. WILLIAMS.
JOHN R. LAUGHLIN.	WALKER HILL.	F. E. FOWLER.

TRANSPORTATION.

W. G. BOYD, CHAIRMAN.	EUGENE F. WILLIAMS.	WM. T. HAARSTICK.
J. S. LEEDS, SECRETARY.	J. S. MCCLELLAN.	D. O. BALL.
THOS. K. NIEDRINGHAUS.	ROGER P. ANNAN.	JOHN M. DENNIS.
SAM'L M. KENNARD.	F. F. HENSELER.	C. C. ORTHWEIN.
JACOB FURTH.	W. I. CURRIE.	A. L. SHAPLEIGH.

MEXICAN AND CENTRAL AND SOUTH AMERICAN TRADE.

A. DEFIGUEIREDO, CHAIRMAN.

L. D. KINGSLAND.	GEO. H. PLANT.	OTTO L. MERSMAN.
A. C. OHUROH.	W. H. GRAHAM.	JOHN P. WOODS.
ELIAS S. GATCH.	A. H. PIRIE.	E. D. TILTON.
F. E. KAUFFMAN.	D. M. KEHLOR.	

METEOROLOGY.

J. A. JENNELLE, CHAIRMAN.	R. M. HUBBARD.	THOS. AKIN.
ALEX. H. SMITH.	MOSES FRALEY.	HUNTER B. JENKINS.

PRODUCE.

MANLEY G. RICHMOND, CHAIRMAN.

L. GARVEY.	F. W. BROOKMAN.	WM. G. MUELLER.
H. C. HOLLMAN.	F. G. HAUEISEN.	O. VOELKER.
C. S. MCKEEN.	BERNARD BAER.	

MAY.

D. W. OLIFTON, CHAIRMAN.	T. R. BALLARD.	HENRY W. MACK.
J. E. TEASDALE.	CHRIS. HILKE.	F. W. CLERMENS.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE.

St. Louis, January 6, 1896.

To the Members of the Merchants' Exchange:

Gentlemen:—In compliance with the rules and in accordance with the usual custom, your Board of Directors herewith submit a statement of the pecuniary condition of the Exchange and also report the amount fixed as the annual assessment for the coming year.

ASSESSMENT.

At a meeting of the Board, held on December 30th, by unanimous vote the assessment to be paid by each member for the year 1896 was fixed at twenty dollars.

CURRENT ACCOUNT.

The current account, which covers all receipts and expenditures of the Exchange proper, shows a falling off in receipts for membership, the list of members having been decreased by redemption and forfeitures. While the revenue is thus decreased year by year, the remaining memberships are rendered more valuable. The gross receipts of the year from all sources were \$35,061.94, and the expenditures \$52,615.58, of which sum \$7,500 was transferred to the Real Estate account and used in decreasing the indebtedness of the Exchange, leaving a balance on hand of \$2,446.36.

REAL ESTATE ACCOUNT.

At the beginning of the year the total indebtedness of the Exchange was \$205,000, of which \$150,000 was for the loan from the New York Life Insurance Company, and \$55,000 owed locally, being balance of amount borrowed to pay for the property in 1892.

Your Board deemed it wise to continue and finish the work of improvement inaugurated in 1893, by renewing the entire steam heating apparatus as recommended by the Board of 1894. This was done at an expense of \$10,489.18. The property is now in first-class condition, and will require only the usual repairs incident to such a large building, so that the surplus revenue can be applied to the extinguishment of the debt. The \$7,500 received from current account, with the surplus from rentals, permitted the payment of \$9,000 on the debt, thus reducing the amount due the banks from \$55,000 to \$46,000. It must be remembered that the Exchange pays no rental for the

Grand Hall and offices. If the former rental of \$25,000 per year were considered, the excess of revenue over ordinary expenses of maintaining the property would have been \$36,989.18.

The building is well rented, there being but two offices, of a rental of \$25 per month each, vacant in the office building. Three large rooms on the first floor at the Chestnut street entrance have been vacant for some time.

The receipts from rentals were \$46,869.91 as against \$47,348.67 in 1894. Receipts from all sources were \$54,686.56, and expenditures \$54,622.97, leaving a balance of \$63.59. The accompanying report of the Treasurer gives, in detail, the receipts and expenditures of both the Real Estate and the Current Accounts.

INSURANCE.

The property is insured for \$450,000, which amount your Board deem sufficient to cover any probable loss.

MEMBERSHIP.

The number of members at the beginning of the year were 2,647. During the year the certificates of 30 deceased members were redeemed, and 99 memberships forfeited for non-payment of dues, making the present membership 2,518.

Your association has been represented at various commercial conventions during the year, it being the wisdom of the Board that our Exchange should have a voice in all matters pertaining to the commercial interests of the country.

Delegates were sent to the National Hay Convention at Cleveland, January 22nd, and at Cincinnati, September 24th; to the National Board of Trade at Washington, January 29th; to a Conference held at Washington, April 15th, for the purpose of considering plans for more reliable crop reports; to the National Transportation Association meeting at Chicago, May 3rd; to the "Missouri on Wheels" Convention at Sedalia, Mo., June 13th; to a River Improvement Convention at Minneapolis, June 23rd; to the Waterways Convention at Vicksburg, October 22nd; and to the Trans-Mississippi Commercial Congress at Omaha, November 25th.

Your Board, believing that this Exchange should have a voice in all matters of legislation affecting the State or nation, has passed resolutions, favoring the payment of the sugar bounty for the crop of 1894; presented for the consideration of the National Board of Trade resolutions on Finance, Reciprocity, Bankruptcy Laws and Improvement of Waterways, and endorsed again the Torrey Bankrupt Bill.

In local matters the Board, by committee, appeared before the City Council and urged the granting of the Liggett-Myers Tobacco Co. petition for the vacating of certain streets; joined Washington University in an invitation to the American Economic Association to hold its next session in St. Louis; opposed, in the interest of river com-

merce, the erection of another bridge at St. Louis, if it was to be a pier bridge, located between the Eads bridge and the Merchants' bridge; endorsed the action of the Wholesale Druggists for the abolition by the banks of the rule for making a charge for country collections; appointed a committee to act with committees of other organizations in an effort to secure cleaner streets; requested the Legislative Committee to protest against the granting of a franchise for a street railroad on Pine street, so far as it would affect the property interests of the Exchange; and endorsed the movement to erect at Alton, Ill., a monument to Elijah Parish Lovejoy.

The Board heartily endorsed the proposition of Messrs. Samuel and Mason to secure the improvement of the channel of the Mississippi River by the use of dredge boats and portable jetties, and appointed a committee to aid in furthering the scheme.

The Exchange has had the pleasure of tendering courtesies to distinguished visitors during the year, and the following persons have been introduced from the rostrum: Rev. Sam Jones on March 23rd; Mrs. Ballington Booth on April 1st; the University of Michigan Glee Club on April 18th; Hon. Wm. L. Wilson, Postmaster-General, on June 13th; Hon. Josiah Patterson of Memphis, July 18th; Gov. J. M. Stone, of Mississippi, and party, October 4th; General Carlos Diez Gutierrez, Governor of San Luis Potosi, Mexico, on October 25th; General O. O. Howard on November 17th; Mr. J. S. Gordon, President Board of Trade of Indianapolis, and party on December 14th, and the Oberlin Glee Club on December 21st.

In January a call for help came to the Exchange from the drouth-stricken counties of Nebraska and Kansas. In connection with the Mercantile Club a committee was appointed to solicit subscriptions, and the sum of \$3,720.75 was raised and distributed to the needy sufferers, and was much appreciated.

In returning to you herewith the trust committed to them one year ago, your Board desires to express their appreciation of the honor conferred and support given them, and to express the hope that in the future, as in the past, the members will be united in preserving the honor and dignity of the Exchange and in promoting the commercial interests of our city. Our Exchange is looked to as the conservator of the business interests of the city and is expected to lead in all matters of public interest.

Your Board takes pleasure in bearing testimony to the faithful and efficient services rendered by the Secretary and other employes of the Exchange in the discharge of their various duties.

Respectfully submitted,

THE BOARD OF DIRECTORS,

By THOMAS BOOTH,
President.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1895.

NATIONAL HAY CONVENTION.

Jan. 3. The Board appointed Messrs. Henry S. Potter, W. B. Harrison and D. W. Clifton delegates to the National Hay Convention to be held in Cleveland, January 22nd.

MR. E. A. POMEROY.

Jan. 14. The Secretary was instructed to convey to Mr. Pomeroy the regrets of the Board at his continued illness and their best wishes for his speedy recovery.

MR. W. G. BOYD.

Jan. 14. The thanks of the Board were tendered to Mr. Boyd, the retiring President, for the signal ability and faithfulness with which he had fulfilled the duties of President during the past year.

NATIONAL BOARD OF TRADE.

Jan. 14. Messrs. E. O. Stanard, Geo. E. Leighton, H. C. Haarstick, Wm. G. Boyd, T. B. Boyd, S. W. Cobb and Richard Bartholdt were appointed delegates to the meeting of the National Board of Trade to be held in Washington, January 29th.

STATE GRAIN INSPECTION.

Jan. 14. Amendments to the State law governing the inspection and weighing of grain were approved and referred to the Legislative Committee for presentation to the State Legislature.

SUGAR BOUNTY.

Jan. 19. The Board of Directors of the Merchants' Exchange would respectfully request the Honorable Senators for Missouri and the Honorable Representatives for St. Louis to aid in securing such legislation by Congress as will secure to the sugar raisers of the country such compensation in the way of bounty for the crop of sugar grown in 1894 as was contemplated by the law in effect when such crop was planted and being grown.

LIGGETT-MYERS TOBACCO CO.

Jan. 25. The Legislative Committee of the Exchange was requested to appear before the Committee on Public Improvements of the House of Delegates to urge the granting of the request of the Liggett-Myers Tobacco Co. for the vacation of certain streets.

BRIDGE ACROSS THE MISSISSIPPI RIVER.

Jan. 28. "The Board of Directors of the Merchants' Exchange of St. Louis hereby appoints Messrs. Wm. G. Boyd, E. O. Stanard, T. B. Boyd and Geo. E. Leighton a committee to wait upon the Honorable Senators from Missouri and Representatives from St. Louis to urge that the bill now before the Senate granting a franchise for a bridge across the Mississippi River at St. Louis shall be amended so as to provide that, if a bridge is erected between the Eads bridge and the Merchants' bridge, it shall be a suspension bridge, or in lieu of this, that if it is to be a pier bridge, it shall not be located within a distance of two miles above or below the Eads bridge."

STATE GRAIN INSPECTION.

Feb. 11. Messrs. H. F. Langenberg, W. T. Anderson and Henry R. Whitmore were appointed a committee to visit Jefferson City and present the views of the Exchange in reference to the bill introduced in the Senate fixing the maximum charges for the inspection and weighing of grain.

HORACE W. HIBBARD.

Feb. 11. Resolutions of respect to the memory of Horace W. Hibbard, prepared by a committee consisting of Messrs. F. A. Wann, Wm. Duncan, J. T. Poe, Milton Knight and W. D. Holliday, were presented and unanimously adopted by the Board.

AMERICAN ECONOMIC ASSOCIATION.

Feb. 11. The Board voted to join with Washington University, Commercial Club, Mercantile Club and the Business Men's League in extending an invitation to the American Economic Association to hold its next session in this city.

STATE UNIVERSITY.

March 11. The Board of Directors of the Merchants' Exchange would respectfully protest against the passage of House Bill No. 398, known as the Murray bill, or any similar bill looking to the dismemberment of the State University at Columbia by removing to another place the College of Agriculture and Mechanic Arts, as extremely detrimental to the educational interests of the State, besides involving an unnecessary increase in expenditures.

FREE BRIDGE.

March 11. The following report of the Mississippi River Improvement Committee was presented and adopted:

Your Committee, to whom was referred the petition asking the co-operation of this Exchange in a scheme for the construction of a free bridge across the Mississippi River at this point beg leave to report that we fully agree with the petitioners that a free bridge across the Mississippi River would be greatly advantageous to the general trade and commerce of the city and that the Exchange should at all times aid any practical movement looking to a reduction of the tolls which are exacted upon the commerce of the city crossing the river, but that they do not see anything practical or feasible in the propositions which have been presented to this committee by the petition which has been laid before it.

GOVERNMENT CROP REPORTS.

March 11. The Board appointed Mr. Wm. G. Boyd to represent the Exchange at a conference to be held in Washington on April 15th, with a view to more complete and reliable monthly crop reports.

COMMERCIAL TRAVELERS.

March 11. The Board passed a resolution opposing any further legislation by the State in reference to peddlers' licenses as affecting commercial travelers.

STATE GRAIN INSPECTION.

March 16. The Railroad and Warehouse Commissioners, having reduced their expenses and expressed their intention of reducing fees for the inspection and weighing of grain at the earliest possible moment that conditions will justify, and to keep them reduced so long as the movement of grain will produce sufficient revenue to warrant, therefore this Board will take no further action in pressing the passage of Senate Bill No. 257, now before the House of Representatives at Jefferson City.

STEAMSHIP ST. LOUIS.

March 16. The Board of Directors of the Merchants' Exchange, having been officially notified that the steamship St. Louis, named in honor of this city at the request of a committee of citizens appointed by the Mayor, will sail from New York on her initial trip on June 5th, take pleasure in calling the attention of the people of the city who have in contemplation a European trip, to this fact, and to express the hope that St. Louis may be well represented in its passenger list on its first voyage.

ST. LOUIS CLEARING HOUSE.

April 8. A communication was received from the wholesale druggists of St. Louis, asking the co-operation of the Exchange with

other commercial bodies in protesting against the action of the St. Louis Clearing House in establishing charges for the collection of checks on country banks.

The Board endorsed the action of the wholesale druggists and authorized the appointment of a committee to confer with other commercial organizations in reference to the abolition of the rule for making a charge for country collections.

JOINT COMMITTEE ON STREET CLEANING.

April 16. The President appointed Messrs. W. W. Culver, H. I. Drummond and W. A. Stickney to act with committees of the Commercial Club, Mercantile Club and Business Men's League in an effort to secure cleaner streets. (June 20th Mr. E. H. Barnes was appointed on the committee in place of Mr. Stickney, resigned.)

NATIONAL TRANSPORTATION ASSOCIATION.

May 1. Mr. H. F. Langenberg was appointed as a delegate from the Merchants' Exchange to the meeting of the National Transportation Association held in Chicago, May 3rd.

PINE STREET RAILWAY.

May 13. The Legislative Committee was requested to enter a protest against the granting of a franchise for a street railroad on Pine street so far as it affects property interests of the Exchange.

ST. LOUIS SPANISH CLUB.

May 13. The Board of Directors of the Merchants' Exchange take pleasure in presenting to the St. Louis Spanish Club a set of Spanish-American flags, which it is hoped may add to the attraction of their club room; and the Board takes this occasion to express its appreciation of the good work which the Spanish Club has done and is doing in promoting trade relations between St. Louis and the Central and South American States.

MR. FRANK H. RYAN.

June 10. Resolutions of respect to the memory of Frank H. Ryan, prepared by a committee consisting of Messrs. John Thyson, Oswald Graves and P. P. Connor, were presented and unanimously adopted.

MR. CHAS. L. THOMPSON.

June 10. Resolutions of respect to the memory of Charles L. Thompson, prepared by a committee consisting of Messrs. Web M. Samuel, Samuel N. Holliday and L. L. Prince, were presented and unanimously adopted.

MR. MILES SELLS.

June 10. Resolutions of respect to the memory of Miles Sells,

prepared by a committee consisting of Messrs. Joseph S. Nanson, C. O. Dutcher and Michael McEnnis, were presented and unanimously adopted.

GRADES OF HAY.

June 10. The Board established grades of hay of the standards adopted by the National Hay Association, and appointed the following Hay Committee: John H. Kracke, Chairman, D. W. Clifton, Christopher Hilke, Jas. F. Quinlivan and T. R. Ballard.

"MISSOURI ON WHEELS."

July 8. The Board approved the action of the President in appointing Mr. D. R. Haynes as a delegate to the "Missouri on Wheels" convention held at Sedalia, June 19th.

MISSISSIPPI RIVER IMPROVEMENT.

July 8. The Board approved the action of the President appointing Capt. Isaac M. Mason as a delegate to the Upper Mississippi River Improvement convention held at Minneapolis on June 23rd.

STEAMSHIP LINE FROM NEW ORLEANS TO COLON.

Aug. 12. The Board endorsed the inauguration of a regular line of steamers between New Orleans and Colon as proposed by the Panama Railroad Co.

NATIONAL HAY CONVENTION.

Sept. 9. The Board appointed Messrs. Sol. J. Quinlivan, John Mulally, Henry Hunter, D. W. Clifton and D. Paule as delegates to the National Hay Convention to be held in Cincinnati, September 24th.

FLOUR STANDARDS.

Sept. 9. On recommendation of the Committee on Flour Inspection the Board abolished the grade of "Family" flour.

JOHN D. PERRY.

Sept. 9. Resolutions of respect to the memory of John D. Perry, prepared by a committee consisting of Messrs. E. O. Stanard, Joseph S. Nanson, John Whittaker, Theo. G. Meier and Chas. A. Cox, were presented and unanimously adopted.

WATERWAYS CONVENTION.

Oct. 14. The Board appointed Messrs. Isaac M. Mason, Michael McEnnis, Leonard Matthews, Gus. C. Meissonnier and Chris. Sharp delegates to the Waterways Convention to be held at Vicksburg, Miss., October 22nd and 23rd.

GEN. CARLOS DIEZ GUTIERREZ.

Oct. 14. The Board extended an invitation to Gen. Carlos Diez Gutierrez, Governor of San Luis Potosi, Mexico, then at Atlanta, Ga., to visit St. Louis. Subsequently Gen. Gutierrez visited St. Louis and was entertained by the Merchants' Exchange, the Spanish Club, Mercantile Club and other commercial bodies.

"MISSOURI ON WHEELS."

Oct 14. The Board endorsed the movement, "Missouri on Wheels," and recommended same to the business community for support, as a good medium for advertising the resources of the city and the State.

RAILROAD BRIDGE ACROSS THE MISSISSIPPI RIVER.

Oct. 26. The Mississippi River Committee, to whom the matter had been referred, reported that the Committee had considered the matter and were of the opinion that the proposition was not feasible, and recommended that no action be taken thereon. The report was received and adopted by the Board.

PHILIP BROCKMAN.

Oct. 26. Resolutions of respect to the memory of Philip Brockman, prepared by a committee consisting of Messrs. C. Marquard Forster, Chas. H. Teichmann, John Thyson, P. J. McMorrow and John Wahl, were presented and unanimously adopted.

ERNST LINK.

Oct. 26. Resolutions of respect to the memory of Ernst Link, prepared by a committee consisting of Messrs. Philip Stock, Wm. D. Orthwein, L. Lemcke, Henry Grone and A. Griesedieck, were presented and unanimously adopted.

W. S. HUMPHREYS.

Nov. 11. Resolutions of respect to the memory of W. S. Humphreys, prepared by a committee consisting of Messrs. Chas. P. Burr, Redmond Cleary and Chas. A. Cox, were presented and unanimously adopted.

LOVEJOY MONUMENT ASSOCIATION.

Nov. 11. Resolved, That we are heartily in accord with the effort to erect a monument at Alton, Ill., to the memory of Elijah Parish Lovejoy, a true American citizen and a martyr to the cause of free speech, a free press and human liberty; that we commend this enterprise to the liberality of the citizens of St. Louis.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

Nov. 11. The board appointed Messrs. Henry R. Whitmore, Sylvester Waterhouse, M. J. Murphy, H. F. Langenberg and Isaac M. Mason

delegates to the meeting of the Trans-Mississippi Commercial Congress to be held at Omaha, Neb., November 25th.

HUGH ROGERS.

Dec. 9. Resolutions of respect to the memory of Hugh Rogers, prepared by a committee consisting of Messrs. H. F. Langenberg, Isaac M. Mason, Henry S. Potter, W. T. Anderson and Horace Ghiselin, were presented and unanimously adopted.

NATIONAL BOARD OF TRADE.

Dec. 9. The Board adopted the following resolutions to be submitted to the National Board of Trade for consideration at the next annual meeting, to be held at Washington, D. C., January 28, 1896:

FINANCE.

Resolved, That the National Board of Trade, representing the leading commercial organizations of the United States, and existing for the furtherance of business interests, feels it a duty to declare as follows:

That the maintenance of the public credit at home and abroad, and of the good faith and name of the National Government demand the payment of all its financial obligations in absolute accordance with the terms of issue.

That no equivocal or evasive principles shall be considered in connecting with such obligations; and that the national honor shall be preserved unstained in the support and redemption of its pledges. To this end, every dollar issued by the Government shall be good for its full value, and whether paper, gold or silver, shall be redeemable according to its terms.

That the money of the Government must always represent the truth and integrity of the Government, and each dollar of the currency must have parity of value and equal purchasing power.

We believe and affirm that the same moral principles which govern in honorable business transactions should control national finance; that when a dollar's indebtedness is created, it should be paid by a bona fide dollar in value.

We approve and support the position taken and maintained by the President of the United States in upholding the credit of the Government of the United States on a sound money basis. And by "sound money" we mean a currency possessing uniformity of value, whether in circulation or offered for redemption.

This Board is in favor of bi-metallism to the full extent that it can be safely maintained, without discrediting any money issued by the Government, or lessening its purchasing power.

We are in favor also of an international conference of the representatives of commercial nations, respecting the value of silver in

reference to a gold standard; whenever such conference may be proposed upon such conditions as may offer reasonable prospect of practical results.

RECIPROCITY.

Resolved, That the importance of establishing close commercial relations between the United States and the Spanish-American States by reciprocal commercial treaties, under which our products may be freely admitted to markets naturally adjacent to our own in interest and situation, is earnestly commended to the consideration of Congress.

The abrogation of treaties existing prior to August, 1894, has been followed by a material decrease in business, and there is urgent demand for a renewal of the relations calculated to restore it, and to strengthen and extend mutual exchanges. These countries are rapidly increasing in wealth and population, and by their position are naturally related to the United States and their markets should be available for our products. In a sense, they represent a Coast-wise trade, which should be ours as against all possible competition, but which must largely fall into other hands unless we invite and secure it by liberal treaty arrangements. Prompt action in this matter by Congress is earnestly solicited.

BANKRUPTCY LAWS.

Resolved, That the National Board of Trade re-affirm its former action in regard to the necessity of the passage by Congress of a National Bankruptcy Law. That the varying and uncertain provisions of the assignment laws of the different States and the delay and expense incident to civil suits do not cover the exigencies of business and the prompt adjustment of relations between the debtor and creditor classes. That creditors should be protected against unjust preferences, and that an honest but insolvent debtor who has been unfortunate in business should have opportunity for freedom of action and renewed energy are incontestable propositions having expression and indorsement in the laws of all enlightened nations. Uniformity on the subject of bankruptcy is only possible through the power conferred on Congress by the Constitution, and we believe there is pressing demand at the present for the exercise of that power on fair and liberal principles. During our national history, this power has been exercised three times for brief periods, viz.: the Act of 1800, the Act of 1843, and the Act passed March 2, 1867, and amended and re-enacted in 1874; and a sensible, if temporary, relief was experienced in the business world as the result of the action taken. We believe a bankruptcy system on wiser principles than any of the preceding can now be enacted, and we urge its early consideration and passage.

We again commend the Torrey Bankruptcy Bill to the attention of Congress as embodying comprehensive and well matured principles.

IMPROVEMENT OF WATERWAYS.

Resolved, That the attention of the National Government is again requested to the necessity of continuing work for the improvement of the waterways of the country; that plans for permanent improvement should be maintained and carried out by regular appropriations from year to year as an important feature in national development. And that special efforts should be made to aid the navigation of the Western and Southern rivers. That, as a large area of the productive region of the interior is vitally interested in these rivers, it should be the policy of the government to prevent or curtail the damages and interference of transportation during seasons of low water by opening channels over sand bars, by means of dredge boats and other appliances, thus affording prompt temporary relief and permitting the passage of river craft at all seasons of the year. The urgency of this matter has been illustrated and accentuated during the present and past seasons, when the navigation of the Mississippi and Missouri rivers has been interrupted and almost wholly suspended by obstructions at different points, which could have been easily removed by dredging operations conducted in a practical and vigorous manner.

THE NICARAGUA CANAL.

Resolved, That the National Board of Trade, in view of the supreme importance to the commercial interests of the United States of the proposed Nicaragua Canal, respectfully urge upon Congress the necessity of aiding the great enterprise by such financial guarantees as may insure its early completion, and secure to the people of the United States the permanent and indisputable right to control said Canal when in operation.

The national and international interests involved in this project are so vast and varied that it is hardly a matter of doubt that it will ultimately be carried out with or without the co-operation of the United States. We respectfully submit that it would be a very great misfortune to allow any power other than the United States to acquire a controlling interest in the management of same, and intrench itself behind vested rights which might receive the recognition and protection of international law. We believe this should not be allowed, and we therefore advocate such financial aid by the Government under conditions as will ultimately secure repayment of monies advanced or bonds guaranteed, provided that the control of this country in the management shall be a fixed organic feature of the enterprise.

PORTABLE STEEL JETTIES OR CAISSONS.

Dec. 9. The following report was made and accepted:

The Committee on Mississippi River Improvement, to whom was referred the communication of Mr. O. L. Garrison in reference to the scheme for improving the channel of the Mississippi River by the use

of "Portable Steel Jetties, or Caissons," respectfully report: That a meeting of the committee was held at which Mr. Garrison and Capt. Shields were present, and at which time the latter explained the details of his scheme for the use of the portable jetties.

A sub-committee was appointed to wait upon Maj. Allen, in charge of the improvements of the river between the mouth of the Illinois and the mouth of the Ohio River, and ascertain his views in reference to the portable jetties. The committee ascertained from Maj. Allen that out of the sum appropriated for the improvement of the river over which he has control, the sum of \$150,000 was made available for the trial of the portable jetty plan if so ordered by the Honorable Secretary of War.

Maj. Allen was pronounced in his opinion that the scheme was not practicable, and said that he was not willing to recommend to the Secretary of War that the experiment be made.

As no action would probably be taken by the Secretary of War, except on the advice and recommendation of Maj. Allen, it would seem that no action could be taken in reference to a trial of the portable jetty plan under present conditions.

TORREY BANKRUPTCY LAW.

Dec. 9. The Board endorsed the Torrey Bankruptcy Law and requested the Honorable Senators and Representatives from Missouri to support the bill in Congress.

MISSISSIPPI RIVER IMPROVEMENT.

Dec. 17. This Exchange has at all times recognized the most imperative need of the West for the promotion of its commercial interests to be the improvement of its great waterways, so as to secure their safe navigation at all seasons of the year, and more especially have they urged the prosecution of work for the improvement of the Mississippi River.

While the permanent improvement of the River can be safely carried forward under the direction of the able engineers of the Government, in whose talents we have a just pride, yet the necessarily slow prosecution of this work will require an indefinite period to produce results beneficial to the commerce of this vast country, now containing nearly half of the population of the United States, during which time the commerce of this valley must suffer the loss of millions annually by reason of additional cost of moving their heavy produce to the markets of the world, and

Whereas, We believe that early relief can be obtained and a navigable depth of water secured and maintained, at an early day, by the use of portable jetties and dredge boats if energetically and continually used at all shoal places on the river at a cost to the Government of a small sum annually as compared with the immensely valuable results to the commerce of this valley; and

Whereas, We believe that such undertakings come within the province of commercial enterprise; and

Whereas, Experienced men, long identified with the navigation of the Mississippi River, are so well assured of the practicability and feasibility of this manner of treatment of the channel of the river to attain the earliest practical results, that they are willing to undertake the work under the condition that their remuneration shall be contingent on the result obtained, therefore be it

Resolved, That we commend the plan of Messrs. Samuel and Mason, and their associates, to the favorable consideration of the Congress of the United States, and that it is the opinion of the Board of Directors of this Exchange that its acceptance will secure on terms both safe and advantageous to the Government the earliest attainments of a reliable navigable channel between the City of St. Louis and the Gulf.

Resolved, That the President of this Exchange appoint a committee of eleven to aid in promoting this undertaking, and to that end ask the co-operation and support of the associations in other branches of trade in this city and along the river.

The following committee was appointed:

MARCUS BERNHEIMER, Chairman.

HENRY C. HAARSTICK.

LEONARD MATTHEWS.

WM. M. SENTER.

JOHN A. SCUDDER.

CHAS. F. ORTHWEIN.

M. J. MURPHY.

THOMAS BOOTH.

WM. T. ANDERSON.

CHRIS. SHARP.

T. B. BOYD.

ONE CENT LETTER POSTAGE.

Dec. 17.

To the Board of Directors Merchants' Exchange:

Gentlemen: Your Committee on Postal affairs, after due examination of the question, recommends to the Board an endorsement of the proposition advocated by the National Board of Trade to introduce a bill in Congress providing for an equalization of postal rates and the reduction of letter postage from the present rate of two cents to one cent. Letter postage revenue at one cent, we are reliably informed, will yield a large profit to the Postal Department. The deficit in the Postal Department is due to the cost of free mail matter and of a favored class of mail matter which only pays one cent per pound, when the actual cost of its handling is largely above that amount per pound. We think your endorsement should recommend charging to each department the cost of transmitting its free mail matter, and that the rate on the favored class of mail matter be so increased that the Postal Department may be self-sustaining.

The above report was adopted by the Board.

CUBAN INDEPENDENCE.

Dec. 17. It was the sentiment of the Board of Directors that Congress should grant belligerent rights to the people of Cuba now struggling for their independence.

INDIAN TERRITORY.

Dec. 17. The Board endorsed resolutions adopted by the Board of Trade of Ardmore, Indian Territory, asking Congress to pass a law authorizing towns to organize a municipal form of government to protect the land tenure in the Territory.

COL. CHAS. R. SUTER.

Dec. 26. The following letter was addressed by the President to the Honorable Secretary of War:

The Merchants' Exchange of the City of St. Louis, Mo., desires to respectfully recommend that Col. Charles R. Suter, Corps of Engineers of United States Army, be not transferred from St. Louis to the Pacific Coast. Our chief reason for making this appeal is, that the Colonel has dwelt amongst us for the past twenty-six years, within which time he has become thoroughly familiar with the work of improving the Mississippi River and its tributaries, and has within that time gained the unbounded confidence and respect of our citizens.

Making a specialty as he has in the theoretical and practical study of that branch of hydraulic engineering relating to alluvial rivers, we feel that substitution in his place of other engineers with less practical knowledge and experience would not be to the best interests commercially of the improvements in progress on the Mississippi and Missouri Rivers.

We further feel that commercial interests, and especially of the Mississippi Valley, would best be served by assigning him to a position of general supervision over the improvements in progress of all the alluvial rivers whose waters find their final outlet in the Gulf and to the harbors on the Gulf Coast, or to the Division Engineership of the Southwest, which position is now vacant; retaining, however, his membership in both the Mississippi and Missouri River Commissions with his headquarters in St. Louis.

ANTON GRIESEDIECK.

Dec. 31. Resolutions of respect to the memory of Anton Griesedieck, prepared by a committee consisting of Messrs. W. F. Nolker, Wm. D. Orthwein, Chas. H. Teichmann, Henry Grone and Otto F. Stifel, were presented and unanimously adopted.

MEETINGS OF THE EXCHANGE DURING 1895.

NEBRASKA RELIEF FUND.

Jan. 12. At a meeting of the Exchange held this day, Messrs. R. P. Annan, Chas. A. Cox, H. F. Langenberg, Alex. H. Smith and Fred Hattersley were appointed a committee to solicit donations for the relief of the drought sufferers in Nebraska.

NATIONAL FINANCES.

Jan. 29. Whereas, The widespread distress which prevails over the entire country and the general prostration of its commercial, agricultural and industrial interests have been so prolonged, that the concentrated efforts of our people should be put forth, irrespective of party affiliation, to restore that confidence and sense of security which is the foundation stone of all prosperity, and,

Whereas, It is generally believed that the first step in this direction must be some positive legislation of Congress to allay any want of confidence in its financial policy and establish the confidence of our people and of other nations in the ability and willingness of the Government to utilize its abundant resources for the protection of its credit at home and abroad and for the promotion of the prosperity and happiness of all our people, and,

Whereas, We believe that the message of the President has made recommendations which are timely, wise and patriotic, and if enacted by Congress will restore general confidence and revive our halting commercial, manufacturing and industrial interests; therefore, be it

Resolved, That this Exchange, irrespective of their party predilections, recommend to the Congress of the United States the early enactment of a law covering the recommendations of the President.

REV. SAM JONES.

March 23. Rev. Sam Jones was introduced by the President, and addressed the Exchange.

CITY ELECTION.

March 29. The Exchange voted to adjourn on Tuesday, April 2nd, City election day.

MRS. BALLINGTON BOOTH.

April 1. Mrs. Ballington Booth was presented to the Exchange by the President, and addressed the members from the rostrum.

GOOD FRIDAY.

April 10. The Exchange voted to adjourn on the 12th inst., Good Friday.

UNIVERSITY OF MICHIGAN GLEE CLUB.

April 10. The University of Michigan Glee Club visited the Exchange and rendered several selections from the rostrum.

MEMORIAL DAY.

May 27. The Exchange voted to close on Thursday, May 30th, Memorial Day.

HON. WM. L. WILSON.

June 13. Hon. Wm. L. Wilson, Postmaster-General, was introduced by the President and delivered a short address.

HON. JOSIAH PATTERSON.

July 18. Hon. Josiah Patterson, M. C., of Memphis, Tenn., was introduced by the President and addressed the Exchange.

LABOR DAY.

Aug. 28. The Exchange voted to close on September 2nd, Labor Day.

GOV. STONE, OF MISSISSIPPI.

Oct. 4. Hon. J. M. Stone, of Mississippi, and Hon. Murray F. Smith, of Vicksburg, were presented by the President and addressed the members.

THURSDAY, FAIR WEEK.

Oct. 8. The Exchange voted to adjourn on Thursday, the 10th inst., in honor of the St. Louis Fair.

GEN. GUTIERREZ.

Oct. 25. Gen. Carlos Diez Gutierrez, Governor of San Luis Potosi, Mexico, visited St. Louis on the invitation of the Merchants' Exchange and was introduced by the President.

TUESDAY, NOVEMBER 5TH.

Nov. 4. The Exchange voted to adjourn Tuesday, November 5th, on account of general elections.

GEN. O. O. HOWARD.

Nov. 17. Gen. Howard was introduced by the President and addressed the members.

TRADE AND COMMERCE OF

INDIANAPOLIS PARTY.

Dec. 14. President Gordon of the Indianapolis Board of Trade and party visited the Exchange and were introduced by the President and several of the party responded.

DECEMBER 24TH.

Dec. 19. The Exchange voted to close on December 24th.

OBERLIN COLLEGE GLEE CLUB.

Dec. 21. The Oberlin College Glee Club visited the Exchange and sang several college songs.

DECEMBER 31ST.

Dec. 27. The Exchange voted to close at 12 m. on December 31st.

REPORT OF THE TREASURER FOR 1895.

CURRENT ACCOUNT.

RECEIPTS.

Cash on hand, January 1, 1895.....	\$ 1,126. 12
Receipts from Transfer fees.....	845 00
" " Assessments.....	60,820 00
" " Rent of Call Board chairs.....	488 75
" " Rent of Drawers.....	708 75
" " Rent of Telegraph counters.....	690 00
" " Rent of Transportation desks.....	102 50
" " Sale of Samples and Sweepings.....	91 54
" " Interest on Current Account.....	125 28
" " Old Radiators sold.....	4 00
Total.....	\$ 55,061 94

EXPENDITURES.

Salaries.....	\$ 22,745 00
Telegraphic Account.....	11,064 99
Transferred to Real Estate Account.....	7,500 00
Redemption of Memberships.....	3,175 00
Annual Report.....	1,110 50
Telephones.....	700 00
Taxes.....	623 66
Printing and Stationery.....	552 08
F. N. Judson, Attorney.....	500 00
Soap, Towels, and washing same.....	373 14
Postage.....	358 62
Lunches for Board of Directors.....	339 00
Assessment National Board of Trade.....	270 00
Delegates National Board of Trade.....	267 15
Repairs.....	242 75
Ice.....	238 46
Belcher Water.....	235 00
Delegates to Hay Convention, Cleveland and Cincinnati.....	226 75
" " Trans-Mississippi Congress, Omaha.....	191 19
Board of Flour Inspectors.....	178 80
Books, Papers and Price Currents.....	172 05
Delegates to Waterways Convention, Vicksburg.....	133 10
Insurance on Furniture and Fixtures.....	127 50
Entertainment General Gutierrez.....	125 00
Judges of Election.....	124 00
Assessment National Transportation Association.....	100 00
Tin Pans.....	91 20
Brooms, Dusters, Mops, Combs and Brushes.....	87 35
Entertainment President Board of Trade, Indianapolis, and Party.....	83 80
Delegates to Jefferson City.....	74 40
" " Crop Report Conference, Washington.....	72 25
Assessment, Waterways Convention, Vicksburg.....	60 00
Committee on Cleaner Streets.....	60 00
Care of Fountain.....	60 00
Delegates, River Improvement Convention, Minneapolis.....	46 05
Platform for New York Stock Board.....	42 50
New Chairs.....	36 00
Telephone Box.....	26 25
Delegates National Transportation Association, Chicago.....	22 00
" " "Missouri on Wheels" Convention, Sedalia.....	18 25
Sundries.....	191 84
	52,615 58

Balance on hand December 31, 1895..... \$2,446 36

GEO. H. MORGAN,
Secretary and Treasurer.

REAL ESTATE ACCOUNT.

RECEIPTS.

Cash on hand January 1, 1895.....	\$	221 01
Received from Rentals.....		46,869 91
Transferred from Current Account.....		7,500 00
Electric Light and Lamps.....		65 90
Interest on Account.....		39 74
		<u>\$54,686 56</u>

EXPENDITURES.

New Steam Heating Apparatus.....	\$	10,489 18
Taxes.....		9,196 05
Bills Payable Paid on \$55,000 of Demand Notes.....		9,000 00
Interest on \$150,000 Loan.....		7,500 00
Employees.....		7,159 35
Ordinary Repairs.....		3,619 72
Power for Running Elevators.....		3,000 00
Coal, 27,233½ bu.....		1,688 71
Interest on Demand Notes.....		1,478 85
Water License.....		655 50
Supplies for Janitor and Engineer.....		267 89
Removing Ashes and Sweepings.....		170 00
Uniforms for Elevator Boys.....		92 00
Elevator Insurance.....		65 40
Insurance on Steam Heating.....		36 35
Inspecting of Boilers and Elevators.....		27 75
Sprinkling Tax.....		21 85
Safe.....		20 00
Printing.....		18 50
Gas.....		16 87
		<u>\$54,622 97</u>

Balance on hand, December 31, 1895..... \$ 63 59

St. Louis, December 31, 1896.

GEO. H. MORGAN.

Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1896, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank, as follows, viz.:

To the Credit of the Real Estate Account.....	\$	63 59
To the Credit of Current Account.....		<u>2,446 36</u>

WM. G. BOYD,
CHRIS. SHARP,
W. K. STANARD. } *Committee.*

St. Louis, January 5, 1896.

MERCHANTS' EXCHANGE,

SECRETARY'S OFFICE,

St. Louis, December 31, 1895.

Mr. Thomas Booth, President.

Dear Sir:—I take pleasure in herewith presenting to you, to the members of the Merchants' Exchange, and to the business community, my report of the trade and commerce of the city for the past year.

I have endeavored to present the commercial condition of our city faithfully, and without exaggeration, and have called upon many business men for their opinions as to the condition and growth of trade in their respective lines, and the conclusions are based upon the information thus received, where there are no actual figures to be had.

The statistics of the business transacted on 'Change are made up from reports furnished the Exchange daily by the railroads and steamboats, and are compiled from these reports with great care, and can be relied on as being as near correct as such statistics can be made.

Reviewing the business of the year as a whole, it will be found to be very satisfactory. In many lines an increase in volume is reported, while in no line, except, perhaps, in the grain trade, has there been a falling off. In the receipts of grain there is a large decrease, but only in one cereal, corn. The same condition prevails, however, in other markets, the cause being the unusually low price of that cereal and the consequent unwillingness of holders, both farmers and shippers, to market the crop.

Detailed statements of the various lines of business will be found on subsequent pages, to which the attention of all interested is invited.

Trusting that my report will be found satisfactory and of some value as setting forth the commercial position of St. Louis, and with many thanks to yourself, the Board of Directors, and the members generally for continued evidences of confidence and esteem, I am

Yours very sincerely,

GEORGE H. MORGAN, Secretary.

THE CITY OF ST. LOUIS.

The holding of three great political conventions in St. Louis in 1896 will naturally draw increased attention to the city, and will in a large measure remove erroneous impressions which are still current as to its size and importance. St. Louis is the fifth city in the United States in the matter of population, and it ranks fourth in the order of magnitude as a manufacturing city. It is always difficult to estimate the population of a city closely, six years after the taking of the Federal census, but estimates made by reliable people, and based upon the number of names in the city directory, and other data, place the population of St. Louis at the present time at a little in excess of 600,000. This would show an increase of about 33 1-3 per cent. since the taking of the census in 1890. That this estimate is reasonable can be proved in a variety of ways. The number of fares collected on the street railroads in 1895 was in excess of one hundred millions, or more than double the number of fares collected ten years ago. During the last five years the actual expenditure upon new buildings has exceeded \$100,000,000, and although the magnificent structures in the central portion of the city have contributed very largely to this total, the bulk of the expenditure has been on private dwelling houses. In two years alone, 1892 and 1895, more than sixty miles of street frontage were built up in St. Louis and during the year 1895, in spite of the immense number of new residence houses, the renting demand was maintained right into winter, although it is usual for it to fall off very rapidly after September in every year. The increase in the revenue for water supply, the increased number of taxpayers and the much larger amount received in the way of taxes paid seem to verify the statement that St. Louis has to-day more than 600,000 inhabitants.

Not only has the population of St. Louis increased with marked rapidity during the last ten years, and especially during the last five, but the country which is tributary to it has seen an even greater proportionate gain. The Territory of Oklahoma, which is a commercial suburb of St. Louis, has been entirely built up during the period named. Throughout Texas there has been a general revival of prosperity with an immense flood of immigration. A circle drawn around St. Louis with a radius of five hundred miles, encloses a larger population than a similar circle drawn around any other city in America, not excluding either New York or Chicago, which are handicapped in a competition of this kind by the immense amount of ocean or lakes covered. Within this five hundred mile circle,

there has been more prosperity and enterprise than in any other section of the country, and the Mississippi Valley, which regards St. Louis as its natural metropolis, has made magnificent strides commercially and financially during the last decade.

St. Louis is really the most central of the large cities of America. It is located about midway between the center of population and the geographical center of the United States. In 1892 the center of population was at Columbus, Indiana, and it is believed to have been pushed from twenty to fifty miles further Southwest since then. The geographical center is at Fort Riley, Kansas, and hence the position of St. Louis geographically is unique. Every ten years the center of population has been forced nearer to this city, which in the near future is likely to become the practical center itself.

So far as the State of Missouri is concerned, St. Louis is its natural metropolis, and as such is always in the foreground in movements designed to benefit the State and encourage immigration. Missouri is the third State in the Union in agricultural and farm products and produces more than 200,000,000 bushels of corn yearly. In the matter of fruits, the State is much more fortunate than is generally supposed. The finest peach orchard in America is located in Missouri, and a portion of the State has been officially declared the apple orchard of the world.

In live stock, Missouri is in the front in regard to cattle, sheep and hogs. Missouri mines and ships out about one-half of the entire zinc output of the country, and it ranks second in lead and iron. Its clays are admitted to be among the best in the world, and although its coal mines have never been developed to their fullest capacity, it is also exceptionally favored in this respect.

St. Louis is benefited immensely by the vast natural resources of Missouri and of the country tributary to it. It is unique in its location near the source of supplies for manufactures of almost every description, and its distributing facilities in all lines of merchandise have also materially assisted it.

The railroad facilities of St. Louis are admirable. Twenty-four trunk lines center in the city and the mileage of its railroads exceeds sixty thousand. In last year's report, special reference was made to the opening of the new Union Station, the largest railway station in the world. The wisdom of the designers of this magnificent structure has been well proved. During the year, passenger traffic has increased to a marked degree and is still gaining. The popularity of St. Louis as the gateway of the West and Southwest has advanced and several improvements have been made. Notably among these must be mentioned the running of an afternoon train, leaving Kansas City at one o'clock and connecting in St. Louis with a train running East. This has shortened the time between Kansas City and Eastern points five or six hours and has resulted in a great deal of traffic being diverted to this route. At the present time, negotiations are in progress for accelerating the service from the Pacific Coast

so as to connect with this afternoon train, and make St. Louis the most popular, as well as the most convenient route between the Pacific and Atlantic seaboard.

Freight business has also shown a great increase and in consequence of the efforts made by the Transportation Committee of the Merchants' Exchange, with which the Business Men's League has co-operated, rates have been adjusted in a number of instances so as to increase the area over which St. Louis merchandise can be profitably distributed. One marked feature of the year 1895 in commercial centers has been the activity in building in the neighborhood of Cupples' Station. Some of the largest wholesale and jobbing establishments in the city have moved into the new buildings connected with this remarkable freight station, which is the largest single freight station in the world and absolutely unique in several of its features.

Visitors to the city regard it as one of the most interesting sights, and the method whereby cars are loaded and unloaded on tracks which run into the buildings themselves, marks an epoch in the history of modern competition and in the reduction of expenses incident to wholesale jobbing and shipping.

St. Louis is frequently referred to as the largest city on the largest river in the world. The value of the river transportation feature of St. Louis in the matter of regulating railroad rates has never been overlooked and it has been made manifest during past years. St. Louis is the principal port for about 13,000 miles of river, of which upwards of 12,000 miles are navigable at certain periods of the year. Steps have been taken again and again to secure the deepening of the channels in the Mississippi River and its tributaries, and when deep water can be secured all the year round from here to the Gulf—with the exception of periods of intense cold—there will be a revival in river traffic which will have a marked influence upon trade and commerce and also upon railroad rates to points in sections through which the Mississippi River or any of its tributaries run.

The prosperity of St. Louis and the solidity of its commercial and financial institutions has become a national by-word. Its business houses withstood the panic of 1893 in such a magnificent manner that their reputation for conservatism and solidity has become almost international, and nothing has benefited St. Louis more conspicuously than the contrast between the way in which the financial difficulties of two and a half years ago affected this and other cities.

The perfect confidence felt by our principal business houses in the future of the city is evidenced by the large amount of money which has been put into these business houses during the year. On another page more detailed reference is made to money spent in this way, but the most casual observer in riding around the city must note that in almost every direction he finds lofty, handsome structures taking the place of much smaller ones, and designed to make it possible for the owners to largely increase the scope of their operations and the extent of their output. The area covered by buildings of

this character has expanded month by month during the last two years until now the business section extends at least a mile further from the river than a few years ago. Some of our largest factories, indeed, are being built west of Grand Avenue, which but a few years ago was the dividing line between the city and county.

The increase in the number of fireproof office buildings of impressive elevation has been even more conspicuous than the gain in the number of business houses. Including three buildings which will be finished during the current year, St. Louis can claim thirty comparatively new structures which cost more than \$500,000 each to construct, at least four of them costing in excess of a million. It is only possible to refer to these in the merest outline. Visitors will find the Union Trust Building the tallest at present completed, although two others will in the course of a few months dispute with it its claim in this regard. The Security Building at the corner of Locust and Fourth Street cost upwards of a million dollars and is regarded as the most solid office building in the country. Its plan of construction differed materially from those in general use, and it is to a great extent a mass of solid masonry instead of being built on the usual modern plan of iron and steel framework. The Odd Fellows', Wainwright, Commercial, Laclede, Columbia, Turner, Fagin, DeMenil and Roe Buildings are a few of the characteristic structures of this character which have so completely changed the appearance of St. Louis and especially its downtown section during the last ten years. It was in the spring of 1886 that a number of foreign capitalists purchased the southwest corner of Fourth and Olive Streets and proposed to erect upon it one of the largest and most magnificent office buildings in the world. The excavations were dug, but no progress was made with the work and finally St. Louis capitalists bought up the outsiders and proceeded to erect the Laclede Building, which, while not actually the first fireproof office building in the city, was practically the first of the modern type and set the example which has since been so generally followed.

In the matter of hotel accommodation and the erection of new hotels St. Louis has also made remarkable progress during the last few years. It was stated in the formal application for the Republican convention that the hotel facilities were three times as great now as when the Democrats met here in national convention in 1876 and even in 1888. Strong as this statement seems, careful investigation bears it out. With our new hotels, added to the older ones whose capacity has in some instances been increased, St. Louis can take care of an immense number of people. The Planters, which has been open a little over a year, has 450 rooms and can accommodate about 1,500, guests. The St. Nicholas, also a little more than a year old, has 70 rooms which can be used to accommodate 250 visitors. The Southern Hotel has 384 rooms and has often taken care of more than a thousand visitors. The Lindell Hotel has 237 rooms and can provide accommodation for at least 800 people. The Laclede and the Hurst's

can together entertain at least 1,300, and the Moser's and Benton, 750. The St. James Hotel can accommodate 1,100 visitors and there are other hotels in the down-town district.

The opening of the Union Station has led to the erection in its vicinity of several hotels, some of which are first-class in character. The Terminal Hotel has ninety-six rooms and can probably accommodate 500 guests without overcrowding. The Edison Hotel in close proximity is almost an equal of the Terminal in capacity and there are three other large hotels adjoining. Since the last national political conventions were held here, hotels in the extreme West End have also increased both in number and capacity. The Beers, the Grand and the West End can together accommodate on an emergency from eight hundred to a thousand guests.

It will be seen that the first-class hotels of the city can be relied upon to take care of an immense number of people. There are in addition to these hotels upwards of a hundred respectable establishments, limited in capacity, of which use can be made on the occasion of large political and commercial gatherings. Four or five years ago when the hotel accommodation was very inferior to what it is now, it was usual to keep a register of boarding houses and as many as thirty thousand visitors have been located during the festivities in this manner. It will thus be seen that hotels, boarding houses and private houses combined, can accommodate an unlimited number of visitors to the city, and as this fact becomes more generally known, there will be a further increase in the number of conventions held here.

The clubs of St. Louis are among the best in their equipments and management in the country. There are fourteen large clubs in the city, omitting political organizations. The Mercantile Club is the largest. This institution has 1,145 members and owns a very fine building especially erected for the purpose on the corner of Seventh and Locust streets on the site of the house owned and occupied for so many years by Mr. Henry Shaw, to whom St. Louis is indebted for Tower Grove Park and the Missouri Botanical Gardens, the finest in the world. The feature of this club which involves the admission of ladies to sections of the building, has proven a great success and the ladies' rooms on the fourth floor are very well patronized. More than six hundred members frequently lunch in the club in a single day, and a great number of meetings of a semi-public character are held in the building.

The Noon-Day Club is smaller numerically but is also a down-town business men's club. It occupies the top story in the Security Building and is a representative organization. The Commercial Club keeps a watchful eye on municipal and other developments and is composed of leaders in various lines of finance and commerce, who meet from time to time and discuss points of live interest. The Business Men's League, though not strictly a club, has objects very similar to those of the Commercial Club. It is an incorporation under

the laws of Missouri and its two hundred members are banded together for the purpose of "standing up for St. Louis every day in the year," making known its advantages and guarding against discrimination on the part of railroads and other corporations and against inimical legislation of every kind. It succeeded during the past year in obtaining the Republican National Convention and in superintending the raising of the fund required for the purpose. It also secured from the Courts an injunction to prevent the enforcement of the recently enacted insurance law, which business men believe to be injurious, and has also achieved other successes.

The other permanent clubs of St. Louis include the St. Louis Club, The Union, The University, The Jockey, The Elks, The Columbian, The Country, The Office Men's and the Marquette. Each has a strong membership and in many ways is doing good work for the City.

At the present time St. Louis can claim without any boasting, priority in a large number of special features and especially in lines of manufacture and commerce. In addition to the largest railroad station in the world the city has the largest hardware house, the largest woodenware house, the largest drug house, the largest brick yards, the largest stove and range factories, the largest brewery and the largest shoe house in the United States and probably in the world. In addition to having the two largest tobacco factories in the world, ground has been broken for a third and still larger factory which will have a capacity greater than that of any other two factories in the United States. This factory will cost upwards of a million dollars and is located in what is known as Dundee Place, on the Missouri Pacific and the Frisco railroads, about two miles from the Union Station and about three and one-half miles from the river front. It has, in addition, the largest blank book factory in the world, the largest shot tower in America, the largest iron jail factory in the world, the largest electric arc light plant in the world, the largest stamping plant in the country, the largest cracker factory in the country, the largest terra cotta factory, the largest jeans factory, the largest press brick yard, and the largest white lead factory, with other establishments which are probably as large as any other in their respective lines.

These are not the only commercial and manufacturing features in which St. Louis excels. For example, it is the first city in the United States for the manufacture of saddlery and harness, chairs, street cars, bags and bagging, and is moreover the best hardwood lumber, soft hat, interior cotton, inland coffee, fruit and vegetable market in the United States.

In the matter of manufactures, St. Louis has made remarkable strides during the last thirty years and more especially during the last ten or fifteen years. A carefully prepared table shows that in the year 1860, the value of the manufactured product in St. Louis was about \$27,000,000. In that year New York manufactured goods to the value of \$160,000,000 and Philadelphia to the amount of about \$135,-

000,000. In 1895 the value of the manufactured product in St. Louis was not less than \$300,000,000 or about equal to the total product of the two great Eastern manufacturing cities just prior to the war. Of still more interest from a comparative standpoint as showing the increase in manufactures in St. Louis, it may be mentioned that in 1860 Cincinnati manufactured about forty per cent. more goods than St. Louis. Now the order has been reversed, St. Louis being fully forty per cent. in the lead. Again, in 1860 both Pittsburgh and Baltimore manufactured about as much as St. Louis; at the present time the output of this city is about equal to the combined output of the two cities named. In 1860 Boston was \$10,000,000 ahead of St. Louis in manufacturing; in 1895, St. Louis led the city of culture by at least \$30,000,000 and probably \$50,000,000.

Mention has been made in previous reports of the remarkable showing made by the census of manufacturers taken in 1890. It will be remembered that the increase in the number of manufacturing establishments in St. Louis showed an increase of eighty-six per cent. During the decade the number of hands employed increased one hundred and seventeen per cent., while the wages paid showed an advance of nearly two hundred per cent. The increase in the value of the goods manufactured was nearly one hundred per cent. It is well known that a large proportion of the increase took place during the last two or three years of the decade, and it is equally well known that since the census was taken there has been an immense increase in almost every manufacturing line in the city.

There are at the present time more than six thousand factories in St. Louis, excluding from the calculations every small shop and productive establishment where the process of manufacturing is only partially completed. The best estimates of wages paid during the year 1895 place the total at about \$70,000,000 and there can be no doubt that the value of the product at the factory was fully \$300,000,000. More than thirty establishments engaged in manufacturing have moved to St. Louis from other cities during the last twelve months in consequence of advantages offered here in the matter of cheap coal, proximity to raw material, reasonable rates of wages and absence of labor difficulties, the extent of the market and the unique facilities offered in the way of transportation and distribution. The establishments referred to are all of sufficient importance to be considered high class and each has brought a considerable amount of capital with it.

In the review of the trade and commerce of the year mention is made of several lines of manufactures which have shown exceptional activity and which have been distinctly prosperous. Detailed reports of other industries in this volume go still further into the subject and prove that, as a manufacturing stronghold, St. Louis is gaining ground month by month, and justifying its right to be known as the Philadelphia of the West.

St. Louis has equal reason to congratulate itself upon its advantages as a residence center. St. Louis is without exception, the healthiest large city in the United States. The total number of deaths for the year just ended was 9,425. Even estimating the population at 560,000, this shows a death rate of 16.08 per 1,000; on an estimate of 600,000 the death rate was only 15.75. Taking nine large cities of the country located East, West, North and South, it is found that the death rate in them varies from 18 in San Francisco to 22 in Boston and 23 in New York and Brooklyn. It will thus be seen that the death rate in St. Louis is about one-third lower than in New York, and is two per thousand lower than in a city situated in a State with a climate of proverbial healthfulness.

The climate of St. Louis is in a measure responsible for this low mortality rate. The City is located on high ground and is very free from epidemics of a severe character. The only criticism made against St. Louis as a health resort is the alleged extreme heat during the month of June. Official figures from the office of the weather statistician for the City of St. Louis, show that the mean maximum temperature in St. Louis since the establishment of the Weather Bureau here has been but 81 during the month mentioned. The mean monthly temperature for the same month for the same period has been but 71, showing that although, as in all cities of this latitude there are occasional spells of great heat, they are of short duration and do not affect the healthfulness of the city and the comfort of its inhabitants. The exceptionally good sewer system of St. Louis is another reason for its healthfulness. There are more than four hundred miles of public and district sewers in the city of St. Louis and ordinances have been passed during the last few weeks calling for an immense addition to this system.

The parks of St. Louis are also of a character to increase the health of the inhabitants and offer ample breathing space for all. The forethought of those who, twenty or thirty years ago, secured ample park acreage for the city in anticipation of its stupendous growth during recent years has resulted in St. Louis occupying quite a unique position in this regard. The park acreage of St. Louis is exceptionally large and the city compares very favorably with other centers of population in this regard. The number of acres in our parks is about 2,300 as compared with a practically similar area in Chicago, 3,000 acres in Philadelphia, 1,750 acres in Washington, 1,200 acres in Baltimore, 1,100 acres in San Francisco and but about 1,000 acres in New York. It will be observed that St. Louis is far ahead even of Philadelphia, with its magnificent Fairmount Park, in regard to the number of inhabitants to each acre reserved in perpetuity for recreation purposes. These figures so far as St. Louis is concerned, are independent of the Fair Grounds. In these latter the Annual Fair is held. This is one of the oldest institutions of its kind in the West. The Fair has been held for thirty-five consecutive seasons and the attendance on Fair Thursday is always largely in excess of 100,000.

Another institution remarkable for its continued success is the St. Louis Exposition which has been held thirteen years consecutively, realizing a profit every season. The cost of the building with improvements has been about a million dollars. The original stockholders were actuated solely by motives of public spirit in subscribing, as it was not expected there would ever be any profits to divide. In 1895, however, a dividend of 50 cents per share was declared and this is said to be the first case on record in which a local exposition company has been able to pay off all bonded indebtedness and to then commence to pay dividends out of net profits.

The streets in the down-town section of St. Louis are well paved. There are in the city nearly four hundred miles of fully improved streets and about one hundred miles of paved alleys. About fifty miles of streets are paved with granite blocks and there are nearly twenty miles of streets paved with asphalt or wood. Brick for paving purposes has been used to some little extent within the last year and the Municipal Assembly has before it a number of propositions calling for the free use of this material for street purposes. Local sentiment is very strong in favor of improved streets regardless of expense. Ten or twelve years ago when the policy of good pavements was first advocated in a general way, property owners upon whom the expense of the work would fall were far from being unanimous in favor of the undertakings, and protests of a very bitter character were frequently drawn up and signed. As an instance of the increase in local public spiritedness, property holders are now complaining because the streets are not re-constructed and fully improved at their expense more rapidly. Conflicting legal decisions have very much interfered with work of this character during the last year or two, but it is now believed that all difficulties have been overcome and that a great deal of work in this direction will be accomplished during the next few months.

St. Louis was the first city to introduce the system of street sprinkling by the city authorities, to be paid for by a small special tax. The experiment has proved a marked success and the service is, on the whole, satisfactory. The expense varies from one-fourth to one-tenth of what was willingly paid by property holders when each one made his own private contract for the work. It may be added in this connection that St. Louis was also the first city in the United States to provide for the general lighting of its streets and alleys by electricity. This work is economically done and costs the city less than any other large city in the country in proportion to the amount of light furnished and the area covered.

The water supply of the city has borne the extra strain caused by increased population remarkably well. The average daily consumption of water is now about fifty million gallons. The new waterworks in the course of construction at the Chain of Rocks and now in partial use will be among the finest in the world and will have a capacity of 100,000,000 gallons of water daily. What is of still more im-

portance in connection with this very costly addition to the municipal holdings of the city, is the fact that by aid of a series of large settling basins, the water furnished to consumers will be approximately clear. St. Louis water has stood the most severe tests, both on the part of friends and foes of the City. Although at times unpleasant in appearance, it is free from deleterious matter and is regarded by physicians as one of the great factors in reducing the death rate and keeping away epidemics and disease.

The consumption of water increases steadily every year, the gain in the amount paid for water license in 1895 over the preceding year amounting to more than \$14,000. During the last twenty years the receipts from this source have been more than doubled in spite of repeated reductions in the rate per house, or per thousand gallons when supplied by meter. The revenue is now in excess of \$100,000 per month, and the water department is one of the very few branches of the Municipal Government which is an income earning rather than a spending body.

Among other advantages offered by St. Louis may be mentioned the exceptionally desirable residence districts to be found in the outskirts of the city and in the suburbs. The private places of St. Louis excite favorable comment on the part of visitors from all sections and the large sums of money spent in keeping these ideal home places in a perfect state of repair and ornamentation give evidence of the appreciation of home so generally conspicuous among our people. Vandeventer Place is the oldest and still the most exclusive of these private places. Westmoreland, Portland and Bell Places are among the newer features of this character. The houses in these private places are types of architecture of almost every school, and resemble each other only in their costliness and general desirability. The owners of these private places keep the roadways in perfect repair and the park-like reservations in the highest stages of preservation.

The year just passed has seen St. Louis City and County connected by means of electric lines in a manner long dreamed of but never realized. The Clayton electric road, completed and equipped more than two years ago, was operated for the first time during the early winter and the seat of government of St. Louis County is now within twenty minutes ride of the city by rapid transit. An electric road is also being constructed from the southwest corner of Forest Park through Webster Groves and Kirkwood to Meramec Highlands. Cars on this line will be running in the course of a few weeks, and as the Lindell Company has extended its Chouteau Avenue branch along the southern boundary of the park, the terminus of this road, it will be possible to connect with it from almost any portion of the city. Another electric road through Webster and Kirkwood is in course of construction and it is announced that cars will be running on it during the summer. These two roads will have a marked influence in bringing City and County together and extending the residence section several miles further west on the picturesque high ground which

borders the city. Already two or three tracts of land have been subdivided into home places each with about an acre of ground. It is proposed to make ideal country homes out of these, and to furnish suburban resorts of a desirable character. For home-seekers of limited means the electric roads out into the county are offering exceptional facilities by bringing into the market inexpensive sites which rapid transit will make available for the building of comfortable but cheap homes.

As far as St. Louis property is concerned its rapid transit facilities are by far the best in the world in proportion to population. Up to the year 1836 horses and mules were used exclusively for furnishing power for street railways. Early in that year the Locust Street cable road was opened for travel, and shortly afterwards the Olive Street and Franklin Avenue Lines were also cabled. It appeared as though the cable system would be adopted throughout the entire city, but before the process of reconstruction was well under way experiments with electricity demonstrated that the cable could not compete with the newest known force for rapid transit purposes. The Franklin Avenue road has been reconstructed as an electric road and every other road has abandoned the use of animal power. The Jefferson Avenue cross-town line, which clung to mules long after other corporations had discarded them, commenced running electric cars during Christmas week of 1895, and there is now but one very short extension in the suburbs which has failed to keep up with the procession.

The number of miles of track in the city is now about three hundred and ten, of which nearly three hundred are operated by electricity and the remainder by cable. The Olive Street cable line has secured an entire new equipment, the Fourth Street cable is to become an electric road, and the Broadway line will soon be the only one in the city running cable trains of the old type. Street railroad building has been exceedingly active during the last two years, and at the present time there is so much work under construction that the total trackage of St. Louis' street railways will exceed three hundred and fifty miles within the space of a few months. Not only has St. Louis the most complete rapid transit system and some of the most luxurious cars ever constructed, but it has also a system of transfers by means of which it is possible to ride an immense distance for a single fare. The Lindell Company, the Union Depot system and the lines controlled by the Hamilton syndicate have the most comprehensive systems of transfers. By means of these a passenger can for a single fare ride from Carondelet on the South to Baden or the cemeteries on the North, a distance of ten or eleven miles, varying according to the route selected, the passenger having great freedom of choice in this respect. It is becoming quite a common practice to arrange electric car parties for evenings and holidays, and by taking advantage of the transfer system, a great deal of pleasure can be derived at a minimum expenditure in the way of fares.

About four years ago experts employed by a wealthy Belgian syndicate made a careful inspection of the St. Louis street railway plants with a view to ascertaining whether it would pay to build the elevated road for which a charter had been granted. The report of these experts was that while the plan proposed was a feasible one, St. Louis was so well equipped with surface street railways that an elevated road could not be made to pay. The report, while admitting that the population was increasing rapidly, said that some years would elapse before any increase in the existing rapid transit facilities would be required as there was no city in the world, so far as their knowledge went, so extravagantly provided for in this respect. The street railway mileage now is a little more than twice as great as when this report was made, and if it was correct at the time, as it probably was, St. Louis must at the present time have exceptional cause for self congratulation in regard to its street railway facilities.

The educational facilities of St. Louis have kept pace with the material growth of the city. The public school system is notoriously good and has been imitated in hundreds of cities. The average attendance at the public schools alone is nearly 75,000 and the system is so perfect that children of every age are provided for. The Kindergarten branches are very complete and the High School is equal in every respect to the most expensive college. The increase in population of the city has made it very difficult to keep up the school accommodation to its proper standing. The necessary money for this purpose has been forthcoming and although \$1,500,000 is required every year to keep up the work, no fund is raised with less difficulty or complaining. It requires nearly 1,500 teachers to do the work and the cost per pupil is a little less than \$18.00 per year. It is about fifty years since the Missouri General Assembly granted a charter to the "Board of Presidents and Directors of the Public Schools of the City of St. Louis." The city has grown during the half century from a small town to a great manufacturing, commercial and financial center and the educational facilities have more than kept up with the growth in other respects. The Washington University is one of the national seats of learning. It is shortly to provide for itself a new home farther west than its present site where its educational opportunities will be still further increased. There is other excellent provision in the city for higher grade education and study.

The free library, which is but little more than a year old and which is the successor of the public school library formerly run in connection with the Board of Education work, has proved of great advantage to the city. More than 26,000 names have been registered as readers and the number of books issued during the year has exceeded half a million.

TRADE AND COMMERCE IN 1895.

The year 1895 was a prosperous one in nearly every line of business in St. Louis. Careful inquiries made of representative men in different lines of manufacturing, jobbing and retailing have resulted in almost uniform answers, the only difference being in the reported percentage of increase over the preceding year. The only exceptions have been from the saddlery trade and from supply houses directly affected by the demand for, and the price of, building material. The manufacture and sale of high-priced bicycles may be spoken of as in large measure a new industry locally. Bicycles are now being manufactured in the city in large numbers and are being shipped to all parts of the country, with several export orders being filled. The extent of the jobbing and retail trade in this line has been remarkable during the year. Estimates differ so greatly as to the number of what are known as high grade bicycles sold in St. Louis in 1895, that it is best to give no figures, but the number of dealers increased during the year at least three-fold, and all the old established houses report an immense increase in orders. One shipment of four hundred bicycles, valued at \$40,000, was made during the summer to Los Angeles, Cal. The saddlery trade has been injuriously affected by the popularity of bicycles, and it is noted that some of our largest saddlery and harness men have opened cycling departments.

The brick business and other trades connected with it report a poor year, so far as prices are concerned, with but little gain over 1894. This is explained by the fact that although building has been very active in and around St. Louis, there has been very little doing in this way in other cities, and in consequence there has been an unusually heavy competition from outside houses. It is not claimed that the volume of business transacted has been less than in previous years, but it is stated that prices have been exceptionally unsatisfactory from the manufacturer's and wholesaler's standpoint.

With these exceptions the year was marked by an increase in business. There have been very few failures, and none of any magnitude. Among the banks and trust companies there has been a great deal of healthy business transacted. St. Louis has had no bank failure for ten years, and the solidity of our financial institutions has attracted attention among capitalists in other points. Towards the close of the year one of the largest insurance companies in the country appointed a resident agent in this city for the purpose of lending out its surplus funds on St. Louis property. It is stated that \$10-

000,000 has been set aside for this purpose. This addition to the large number of wealthy real estate corporations which are making heavy loans on improved property in St. Louis is regarded as an event of great importance in financial and real estate circles. There was an abundance of money all the year for legitimate enterprises and one of the most conspicuous features in the local financial world has been the lowering of rates on first-class real estate loans. For many years 6 per cent. has been the ruling rate, and although there have been loans made at less than that figure, the rate generally has been well maintained. During 1895 there have been several million dollars loaned on St. Louis real estate at rates varying from $4\frac{1}{2}$ to $5\frac{1}{2}$ per cent. This has stimulated legitimate enterprise and it has also had its effect on general investments. Quite a number of local capitalists who had been loaning their money at 6 per cent. prefer to invest it direct to accepting a lower rate.

The improved business conditions and the general abundance of money is reflected in a very conspicuous manner in the bank clearing returns for the year. The total clearings for 1895 were \$1,244,323,653. The largest annual total prior to this was \$1,231,571,963 in 1892, which has ever since been referred to as the year during which all records in the matter of building, new enterprises and increased business were eclipsed. It will thus be seen that the year 1895 was better in the matter of banking business than the year which is always spoken of as marking the zenith of St. Louis' prosperity. This indicates clearly that the unfortunate influences of the national uneasiness of the spring and summer of 1893 have entirely disappeared. Month by month business has shown a good improvement, and the following table which shows the years in which each month has made a record for itself in bank clearing totals is very suggestive as well as encouraging:

January, 1895.....	\$116,390,714	July, 1895.....	\$103,452,679
February, 1892.....	97,370,011	August, 1892.....	105,289,130
March, 1893.....	108,371,973	September, 1892.....	101,702,636
April, 1893.....	107,761,079	October, 1895.....	112,754,702
May, 1895.....	113,645,397	November, 1895.....	108,450,073
June, 1895.....	101,670,035	December, 1892.....	117,662,598

The amount of new building commenced or completed during the year 1895 was exceedingly large, and is another indication of the satisfactory condition of the city's finances and the confidence in its future. The total amount called for in building permits issued in 1895 was nearly \$15,000,000; in 1894 the total was a little less than \$12,000,000 and in 1893 it approximated \$13,000,000. Even in 1892 when building was phenomenally active in the city, the total called for in the permits was only about two million greater than last year. It is very interesting to note in this connection that the percentage of brick to frame buildings is steadily increasing in St. Louis. The number of buildings authorized to be erected last year

was 3,632 of which more than 2,700 called for brick and stone in construction. The total frontage covered by new buildings erected or commenced during 1895 was about 212 city blocks of average length, or approximately 27 miles of street. When it is remembered that from almost every direction reports are received of apathy and dullness in the building trade, these figures are certainly exceedingly satisfactory.

Among the new buildings referred to there are several which will commend themselves to the attention of visitors. These include what will be the largest tobacco factory in the world, already referred to, a number of very costly wholesale houses in the neighborhood of Cupples Station and on Washington Avenue; the largest blank book factory in the world on Vandeventer Avenue more than three miles from the river front; three new hotels in the vicinity of the new Union Station and the Century and Chemical buildings. These two buildings are situated on either side of the Custom House and will rank among the finest office buildings in the West, adding to the excellent accommodation in this line, already found in St. Louis. A third, exceptionally lofty fireproof office building, also on Olive street and a little farther east is under contract, and work will commence upon it during the current year.

It is scarcely necessary to add that these extensive building operations have had their influence upon real estate sales and values. Property generally has been in better demand especially in the downtown districts, and although there is seldom any amount of speculative buying in St. Louis realty, prices generally have been considerably better.

In the jobbing trades there has been, as already remarked, a general and conspicuous increase in business. As a hardware center St. Louis has always had a high reputation, and for several years it has been in the front rank. During 1895 the St. Louis hardware jobbers have made a distinct gain upon competitors in other cities. Conservative estimates obtained from the leading jobbers in the city indicates that the volume of business in this line exceeds \$13,000,000 for the year. In making this estimate care is taken to exclude the large amount of business done by iron and steel houses, very much of which is at least indirectly connected with hardware. The gain for the year was about fifteen per cent. over 1894, and fully seven and a half per cent. over the business transacted in 1892, which was of course the banner year in the history of the trade. Comparatively little new territory was opened up during the year, which may be accounted for by the fact that the entire Southwest, West and South had already been well covered. There have, however, been a large number of inquiries and orders from Eastern points, and there have also been shipments to South America, Alaska and several European countries, and to British Columbia. Speaking generally it may be said that the hardware business has grown in a very uniform manner, and that continued progress may be looked for, orders at this date being reported very numerous.

Woodenware is another line in which St. Louis is almost without a competitor. Reports from the largest woodenware establishments in the world indicate that there has been a marked increase of trade in every direction in 1895 over preceding years. Very little new territory has been entered, as traveling men have for some years covered every State west of the Alleghanies to the Pacific coast. In a southerly direction St. Louis shipments are made regularly right through into Old Mexico and the Latin-American republics generally. There have been no new houses established in the city in this line, but those already in business have all done well. A new factory has been established during the year for the manufacture of bucket pumps, the concern having changed its base of operations to St. Louis in consequence of the marked facilities for the distribution of woodenware and similar goods from this city.

In manufactured tobacco St. Louis still easily leads all other cities. There are about 9,000 people actually employed in the local tobacco factories, and it is interesting in this connection to note that the wages earned in this line of business are exceptionally high. One new factory, with a capacity of about 2,000,000 pounds a year, was opened during 1895 and further additions are contemplated which will make the total product of plug tobacco in St. Louis about seventy-five per cent. of that of the entire nation. The annual sales already exceed \$30,000,000, and of this immense sum of money a very large proportion is distributed among the people of the city. The tobacco war which has attracted attention throughout the entire country, has had quite a favorable influence upon St. Louis trade. The Tobacco Trust has purchased one of our large factories during the year and is putting in a large amount of capital in increasing its capacity. Cigarette manufacturing has been started during the year on a wholesale plan, and about half a million dollars has been invested in cigarette plants. It is reported that both the capital invested and the output will be largely increased during the current year.

Reference is made in another article to the fact that St. Louis has the largest brewery in the world. This fact has been so frequently stated that its repetition is almost superfluous. There has been about the average increase in the beer brewing capacity for the year and the exceptionally large breweries have all held their own. St. Louis is the first city from which beer was shipped in refrigerator cars, and the business built up with countries where the climate is too hot to make brewing practicable is steadily on the increase. As far as can be ascertained there are about fifty more exclusive agencies for St. Louis beer at the present time than there were a year ago, and these are scattered over a very large area.

In the manufacturing of chemicals, St. Louis is a great deal ahead of any other city, and in the wholesale drug and proprietary medicine business it stands second only to New York. The amount of capital invested in this business has been increased considerably during the year, although the amalgamation of two houses has somewhat re-

duced the number of firms engaged in the business. The shoe houses have more than 30,000 regular customers; these are throughout the entire West, Southwest and South, with many buyers East of the Mississippi River. In addition to these shipments have been made during the year to foreign points marked increase in the demand from Mexico and Central America.

In dry goods, St. Louis has made rapid strides, and now commands a commanding position. The old established house of Davis & Co. has gone out of business after a career of phenomenal prosperity. Nearly all the trade, however, will be held in St. Louis. Two other houses have amalgamated and the trade now presents a very solid front. Estimates received from reliable sources place the volume of business transacted during the year at between five and fifty million dollars. One house reports an increase of about 15 per cent. in business over 1894; two other houses report an increase of upwards of 25 per cent. and the consensus of opinion is that there has been a general gain of at least 20 per cent. At the opening of the year great enterprise is being shown in this business. One house has increased its capacity for business more than forty per cent. and has made arrangements for covering the State of Utah, and territory still further West, in a manner not attempted before from this point.

The retail dry goods business has been satisfactory during the year and although the competition has been very severe a general increase of from five to ten per cent. is reported. The amount of cash receipts, the volume of business having been considerably greater but prices having ruled low. A conspicuous feature of the retail dry goods trade during the year has been the increase in the amount of business secured from outside points. This may be termed a retail jobbing trade of great magnitude built up, and in this way a very valuable connection for the future has been created.

As is reported in fuller detail on another page, the volume of the shoe trade of St. Louis in 1895 was about \$32,000,000. St. Louis continues to distribute a larger number of shoes than any other city in America with the exception of Boston, through which city the largest shipments from New England are made. In the shoe manufacturing there has been a steady increase and there are now thirty-eight establishments manufacturing boots and shoes in this city. One house alone does a business approximating five million dollars last year, and it appears as though the estimate for thirty-two million for the year is exceedingly reasonable. It is of importance to remember that this connection that twelve or thirteen years ago the annual business of St. Louis in this line of business was less than a million dollars.

The clothing trade does not present such sensational features as the shoe manufacturing because of the habit of dividing up the trade by having it done in apparently smaller shops, each of which is devoted to a particular line. The volume of business transacted is,

very large, and has been increased during the year by the removal here of four establishments, one from Omaha and others from Cincinnati. At the present time negotiations are in progress which will probably result in two other clothing establishments of magnitude removing to this city, and an interesting race between the shoe and clothing trades may be looked for. In the manufacture of jeans, St. Louis ranks first in the country.

The jobbing business in hats and caps has been very satisfactory during the year. St. Louis is the largest market in the United States for soft felt hats. The amount of capital invested in the hat and cap business has been increased considerably and the territory covered is also much greater in extent. There have been no important additions to the number of houses in this line of business, but there have been reorganizations calculated to increase the output.

The furniture and grocery trades are both reported in detail elsewhere and of the remaining lines of business, few calls for exceptional comment. It has been a year generally of recovery from depression without special events of marked importance. It was rumored during the year that some of our largest street car factories intended to move East. In view of the pre-eminence of St. Louis as a hard-wood lumber market, and its reputation during the last quarter of a century for street car building, this was regarded as very improbable and it has since developed that our leading houses propose to establish branches in the East but to do the bulk of their manufacturing here as hitherto. One additional company has been incorporated during the year for the manufacture of street cars and St. Louis continues to lead all other cities in this line of business, retaining the position in this respect which it held in the old days when diminutive horse cars were in general demand.

In the manufacture of steam railroad cars and in railroad supplies, the volume of business has been large. The same spirit of economy prevails among railroad managers, and there have not been such exceptionally large orders received as was the case three or four years ago, when so many roads were opening up new branches. The aggregate of business is computed to have been from five to ten per cent. better than 1894. New territory has been entered and some additional roads of considerable size have been added to the list of regular customers.

In candy and crackers the trade has been well maintained with increase in certain lines. Competition here has been somewhat restricted and a more satisfactory return has been made in consequence.

In the shot business there has been a great increase during the year. It having been proved that the work can be done here more economically than in other cities, there has been a concentration at this point and a great increase in the daily output. For several years it has been predicted that the settlement of the Western country and diminution of the amount of game, and hence hunting, must inevi-

tably greatly reduce the demand for shot. So far this prediction has not prevailed. St. Louis continues to have the largest shot tower in the world and business has been active every day in the year.

White lead is another industry in which St. Louis has always been well to the front. It has the largest white lead factory in the world and manufactures more of this article than any other city. The volume of trade shows an increase in excess of the average. It has been practically impossible to increase the area of territory covered by sales, which have for several years been general through the entire country.

GROCERIES.

From the annual review of the "Interstate Grocer."

As has been our annual custom for many years, we present an annual review of the St. Louis grocery market for the year 1895, with comparative statistical figures, from the reports of the Merchants' Exchange as contrasted with 1894 and 1893:

Trade for 1895 in groceries at wholesale in St. Louis has in general volume of distribution been about the same as that of 1894. Goods have been exceedingly cheap and the aggregate of sales in dollars and cents has possibly been no larger than in 1894, neither have the profits of business with wholesale grocers been of a satisfactory character, but the feeling is cheerful and the outlook for the new year is promising.

However, though wholesale grocers of St. Louis may have profited to but a small degree during 1895, there seems to be a feeling of satisfaction on their part, which is generally expressed, that they have served their customers well and that their retail patrons have obtained some advantage from conditions. This, however, is a rather fictitious basis of congratulations, for the true philosophy of all commercial transactions is that both buyer and seller should benefit thereby; and in transactions where one of the parties obtains no remuneration for the services rendered, there may be a temporary benefit to the other party, but such conditions always result indirectly to the disadvantage of the trade at large.

STATISTICS.

The statistics of receipts and shipments, as compiled by the Merchants' Exchange, are used in the following comparisons of the business of the market for 1895 in the grocery line:

SUGARS.

	Barrels.	Bags.	Hhds.
Receipts, 1895.....	419,703	351,842	3,127
Receipts, 1895.....	453,439	377,840	1,979
Shipments, 1895.....	330,772	255,780	1,780
Shipments, 1894.....	419,121	233,964	1,422

It is hereby seen that although there was a large fruit crop in sections tributary to St. Louis the output of sugars was disappointing and that there has been a small decrease in the volume of shipments. This is the case, however, with all the markets of the United States to a greater or less extent, and we are informed that the output of the refineries shows a comparative diminution. All during the early part of 1895 a bitter war of sugar prices prevailed and though the wholesale grocers lost money, the retail grocers were given good value, but even this condition does not seem to have had the effect of stimulating sales to any important extent, and it is quite probable that the decrease of sales in sugar is directly attributable to that cause, as many wholesale houses not only declined to push sales, but pursued a policy of refusing orders for sugar when sold at a loss, and sales were thereby greatly restricted. This goes to prove that, after all, the general policy of the trade is becoming settled as to an indisposition to do business in any article on which a profit cannot be made. However, sugars are now being sold in St. Louis on the Equality Plan and every one seems to be well satisfied. We therefore predict an increased trade in that line for 1896.

COFFEES.

Statistics show a very healthy and satisfactory increase in this line and are as follows:

	1895.	1894.	1893.
Receipts, sacks.....	259,289	246,612	248,347
Shipments, sacks.....	304,977	309,407	290,920

Coffee receipts for 1895 have been exceeded but once in the past 10 years—in 1892. It is evident that St. Louis has not only maintained but increased her reputation as a great coffee-distributing market. The discrepancy as to packages shipped and received is explained by the fact that coffee is largely distributed from St. Louis roasted and in packages of irregular sizes. The coffee market during 1895 has been steady and closed about 1 cent per pound lower than at the opening of the year. Santos coffees are being very largely used in this market, especially for roasting purposes. Javas have advanced from 3 to 4 cents per pound during 1895 and the sale of them has been greatly restricted.

Guatemala and Bogota coffees appear to be growing in favor and are rapidly superseding Javas with the public taste. The price of Mexican coffees have been almost prohibitive. There seems to be

a great competition between buyers of Mexican coffees who are located in the producing districts and the struggle between them has put prices of such coffees above the views of buyers in the United States as based on their value. A large part of the Guatemalan crop goes to San Francisco for use on the Pacific Coast, though in Southern Guatemala, a railroad being completed, the crop now goes East, it however, reaches the United States via Amsterdam. As the crop is practically controlled by Dutch capitalists, this increases the cost to the people of the United States and renders it an uncertain product to handle, for though it is bought on grading, yet it is subject to appraisement at New York after its arrival at that port.

The output of the coffee-roasting establishments in St. Louis has increased, during 1895, from 15 per cent. to 20 per cent. and facilities have been increased.

The war between large roasters of package coffee which has prevailed during the year and which still continues has prevented a larger increase in the roasting business, and as such coffees have been during the year and still are being sold at about cost, by retailers and jobbers, this policy has made the price of package coffees very low to consumers and has injured the business of small manufacturers, who run from one to four roasters. A reaction is reported, however, to have set in and the finer grades of roasted are again being actively inquired for. Retailers who have been selling package coffee at or about cost are again giving attention to the more profitable grades of blended bulk roasted coffees.

GLUCOSE.

	1895.	1894.	1893.	1892.
Receipts, barrels.....	60,100	75,958	59,090	37,142

Receipts for glucose, though less than for 1894, are about equal to those of 1893 and much greater than in 1892.

MOLASSES.

	Barrels.	Kgs.
Receipts	21,197	306
Shipments	71,587	26,329

A large proportion of the shipments of molasses consists of blended goods, known as "table syrup," of which the base is glucose syrup, and of maple syrup made in this market from the maple sugar.

RICE.

	1895.	1894.	1893.
Receipts, packages.....	93,039	66,576	67,959
Shipments.....	62,213	70,254	66,335

Receipts of rice have been enormously larger than in 1894 and this is accounted for by the fact that much is being received now in

100-pound bags or pockets, a new package taking about three to the barrel, which was formerly handled.

TEAS.

The trade in teas has varied but little from previous seasons and seems to maintain about the same volume as in preceding seasons. The number of houses handling this article has increased somewhat in a year or so past, but the result has been division of the trade rather than an extension of its volume.

CANNED GOODS.

The country at large has not consumed canned goods during 1895 as in the previous year and the trade in St. Louis has probably followed the course of the general market. We copy from the "American Grocer" statistics of the tomato pack for 1895, of which an advanced proof was kindly furnished us, as follows:

TOMATO PACK.

The sixteenth annual report of the "American Grocer," showing the total pack of 1895, in comparison with the output of previous years, demonstrates that an earnest and successful effort has been made to bring supply and demand into their proper relation. The acreage was reduced in nearly every tomato-packing State and this, coupled with unfavorable weather, a delayed season and early closing, resulted in a pack of 3,844,780 cases, against 6,686,979 cases in 1894—a reduction of 2,842,199 cases, or 42½ per cent.

A careful study of the output for three years indicates that under normal conditions the annual requirements of the United States are amply met by a pack of 4,500,000 cases—in fact, the actual consumption has not reached that quantity. The total output in three years—1893 to 1895—was 15,166,942 cases—a yearly average of 5,055,647 cases. Had not this supply been beyond requirements, the market would have advanced. The fact that prices throughout the year have ruled comparatively steady, at or below the cost of production, is sufficient evidence that the output has been enough greater than requirements to keep the market down. The law of supply and demand is inexorable and if the former is below the latter, it is inevitable that prices improve. They have not advanced and the conclusion must be reached that invisible stocks are larger than estimated.

The total output in 1895 and 1894 (revised to include districts not

heretofore reported) compares with the pack of previous years as follows:

Year.	Cases of 2 dozen tins each.
1895.	3,844,780
1894.	6,686,979
1893.	4,635,183
1892.	3,366,792
1891.	3,405,365
1890.	3,166,177
1889.	2,976,765
1888.	3,343,137
1887.	2,817,048
Total for nine years.....	34,242,226
Average per year.....	3,804,692

Average per years 1894 and 1895..... 5,265,879

The Eastern corn market does not improve at all. Cheap, low-grade Harford County corn can now be bought as low as at any time for months past, and this naturally affects the values of the better grades, which otherwise would probably be in a stronger position.

The situation of canned corn in the West is very similar to the condition prevailing in the Eastern markets. Purchases have been reported recently of a few large blocks of cheap corn by jobbers who have faith in the future of the market, but the rank and file of both wholesale and retail trade are not disposed to place their confidence in corn, certainly not to the extent of being heavy purchasers.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEARS.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bag .	Hhds.	Bbls.	Bags.
1865.....	3,127	419,708	.....	851,842	1,780	330,772	255,780
1864.....	1,979	453,459	.....	377,840	1,422	419,121	233,964
1863.....	2,506	491,985	.....	414,889	2,212	415,458	264,906
1862.....	1,912	419,016	545	435,121	1,311	324,138	309,986
1861.....	3,085	533,106	.....	370,971	1,651	368,359	261,446
1860.....	2,474	338,280	857	144,407	722	213,292	114,946
1859.....	2,708	346,649	548	332,034	1,153	253,750	249,984
1858.....	30,650	297,922	.....	93,396	3,101	332,729	43,133
1857.....	6,590	316,231	1,569	11,942	615	258,284	1,889
1856.....	32,887	242,075	791	106,580	771	330,349	2,463
1855.....	12,172	297,397	100	1,614	1,621	217,678	2,524
1854.....	22,294	216,821	20	190,990	1,258	276,475	4,454
1853.....	43,354	191,754	.....	26,560	1,590	281,061	9,063
1852.....	42,867	179,900	102	84,672	1,921	319,034	19,581
1851.....	58,535	128,393	320	15,108	2,853	294,796	12,171
1850.....	68,182	126,061	225	779	4,150	331,014	19,426
1849.....	65,235	89,993	1,224	595	6,615	256,544	33,008
1848.....	65,004	75,028	7,735	20,792	4,059	250,240	48,013
1847.....	51,049	66,103	20,494	6,400	5,816	238,090	46,901
1846.....	49,415	54,311	60,985	12,908	7,891	236,276	43,755

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR TWENTY YEARS.

YEARS.	MOLASSES.					COFFEE.		RICE.	
	RECEIPTS.			SHIPMENTS.		RECTS.	SHIP.	RECTS.	SHIP.
	Bbls.	Kegs.	Hhds.	Bbls.	Kegs.	Bags.	Pkgs.	Sacks & bbls.	Pkgs.
1893.....	21,197	306	.....	71,587	26,879	259,289	304,977	93,039	62,213
1894.....	32,929	506	.....	118,824	28,567	246,612	309,407	66,576	70,254
1893.....	26,322	348	.....	70,466	44,671	248,347	290,920	87,959	.....
1892.....	23,344	475	.....	55,899	36,133	265,096	367,109	110,250	71,894
1891.....	23,150	292	.....	74,210	28,327	253,154	232,997	87,192	69,510
1890.....	24,262	1,133	.....	47,268	10,361	222,765	202,810	115,970	58,316
1889.....	16,979	1,187	.....	39,548	30,736	211,789	196,682	63,663	67,716
1888.....	22,890	1,269	.....	71,306	46,354	192,940	225,503	74,181	63,116
1887.....	30,896	19,580	.....	36,611	24,343	184,312	212,819	79,604	50,633
1886.....	27,720	3,281	.....	24,141	18,810	240,686	205,136	72,079	41,571
1885.....	26,465	3,772	.....	35,773	24,664	272,119	199,196	63,697	34,700
1884.....	34,371	7,908	.....	43,119	37,188	270,229	180,493	49,864	45,083
1883.....	36,955	22,223	23	50,430	48,403	206,573	219,355	56,882	47,539
1882.....	57,608	68,933	.....	74,060	117,673	256,890	254,842	49,305	46,797
1881.....	52,750	63,419	7	67,655	125,747	245,239	233,616	4,661	50,281
1880.....	26,243	14,555	77	40,707	37,259	308,649	277,184	39,399	34,608
1879.....	21,234	3,562	.....	30,035	34,342	267,553	207,938	34,213	28,154
1878.....	16,426	528	12	32,990	39,240	201,080	196,950	25,600	20,467
1877.....	13,285	1,894	25	26,524	27,755	197,099	180,696	22,386	26,503
1876.....	13,270	2,870	390	26,202	37,682	191,543	179,025	20,379	24,665
RECEIPTS TRA.....		Year.	Pkgs.	RECEIPTS, GLUCOSE.....		Year.	Bbls.		
"	"	1895.....	28,567	"	"	1895.....	60,010		
"	"	1894.....	72,557	"	"	1894.....	75,968		
"	"	1893.....	103,529	"	"	1893.....	59,090		
"	"	1892.....	67,822	"	"	1892.....	37,142		
"	"	1891.....	46,540	"	"	1891.....	34,050		
"	"	1890.....	36,889	"	"	1890.....	44,745		
"	"	1889.....	48,524						
"	"	1888.....	43,920						

STOVES AND HARDWARE.

From "Stoves and Hardware Reporter."

HARDWARE.

The wholesale hardware trade of St. Louis has made an excellent record during the past year.

Expressed in dollars and cents, the business done by the wholesale hardware houses has amounted to about \$12,500,000 the past year. Let it be clearly understood what these figures represent. They refer to the sales of the general hardware houses alone and do not include heavy hardware, excepting such as is carried by the houses in question in the way of bolts and nuts, etc., and does not include bar iron, carriage material or any estimate of the business of the heavy hardware houses. Two of the hardware houses whose business is included in this estimate have handled sheet and galvanized iron and tin plates the past year, while they did not do so in 1894. Two handle bicycles, and while they did so in 1894 have expanded their lines during 1895. The figures given show an increase of about 20 per cent. over 1894, about half of which is represented in the greater quantity of goods sold and half to increased values. If to this figure is added the value of goods of St. Louis factories in the hardware lines (tin, stamped and granite ware, various specialties, etc.,) above those distributed through the local jobbing houses, the total will be increased to probably \$15,000,000.

BICYCLES AND SPORTING GOODS.

St. Louis has the reputation of being the greatest sporting goods market in the world.

Roughly estimated, the sporting goods trade the past year has amounted to at least \$8,000,000. The increase over the business of 1894 is about 25 per cent. As there has been little advance in values, this increase has been almost entirely in the actual quantity of goods sold. The sales of bicycles, which are included in the above estimate, are placed at \$1,500,000, an increase of 50 per cent. over 1894.

WIRE AND NAILS.

The sales for the year are estimated at \$2,000,000, representing an increase of about 25 per cent. over the previous year, owing entirely to higher prices. Manufactured wire goods show an increase of about 10 per cent. over 1894 and is given at about \$600,000.

HEAVY HARDWARE.

This head includes bar and merchant iron and steel, bolts and nuts, horseshoers', blacksmiths' and carriage-makers' supplies. While a year ago jobbers in these lines were struggling with a shrinkage in values, a large percentage of sales has been made at greatly increased values and at an enlarged margin of profit. The business in these lines for the year approximates, according to conservative estimates, \$5,500,000, an increase of 15 per cent. over the former year, and which is due in about equal proportions to increased values and the quantity of goods sold.

SHEET METALS.

Under the head of sheet metals are included sheet and galvanized iron, tin-plate, sheet and brass and copper. An increase in the quantity of goods sold has been made and with the exception of tin-plate, which has averaged much lower in price than in 1894, transactions have been on a higher basis of value for the year. The business done in these lines in St. Louis is very extensive and may be estimated at \$3,000,000, showing an increase of 15 per cent. over 1894. Iron and steel roofing and siding are a strong feature of the St. Louis sheet metal trade and the value of the year's transactions amounts to about \$700,000. Prices are about 20 per cent. above those of a year ago.

STOVES AND RANGES.

A conservative estimate of the sales of cooking stoves, heaters and ranges the past year gives a total of \$1,450,000, of which fully \$1,250,000 were manufactured in St. Louis. These figures show an increase of about 25 per cent. over 1894, and, as there has been no material advance in price, they represent that much greater quantity. This brings the St. Louis stove business nearly up to the 1892 mark and the manufacturers consequently have every reason to be proud of the showing.

GASOLINE STOVES.

Fifty thousand gasoline stoves were sold in and from St. Louis the past year, the aggregate value being about \$600,000. This is about 10 per cent. below the showing of 1894, but the reason is not far to seek and is grounded on conditions over which manufacturers and jobbers had no control. The price of gasoline doubled early last year, just at the time when the season's business was opening. This exercised a very real effect in reducing sales, and prices have been slightly below the level of 1894.

HEATING APPARATUS.

The sales of furnaces and steam and hot water heating apparatus by St. Louis houses has been materially increased the past year, both in St. Louis and outside. Steam heating contracts have been taken

so far away as the State of Washington, and quite a large business has been done in Missouri and adjoining States, in all the lines mentioned. The sale of furnaces has greatly increased, but the competition is very keen and prices low. The sales of steam and hot water apparatus and furnaces by St. Louis houses the past year is estimated at \$800,000.

THE SHOE TRADE.

SHOE TRADE OF 1895 AMOUNTING TO \$32,266,275—A JOBBING BUSINESS OF \$21,898,275 AND MANUFACTURING OF \$10,368,000.

From the "Shoe and Leather Gazette."

If there are any who believe that the wheels of industry have hummed less merrily in St. Louis shoe factories or that the clamor of commerce has been less deafening in St. Louis shoe jobbing houses during 1895 than in any of the preceding years let them rest easy and be assured that in the steady march upward of the great Western shoe market 1895 is the topmost stepping-stone and that in no sense has there been other than a gain during the twelve-month just drawn to a close. The splendid record of 1894 has been more than passed and the position of St. Louis as a shoe market second only to Boston more than maintained. The distance between her and her nearest competitor has been lengthened and her field of minor markets left far behind.

875,931 CASES OF SHOES.

This is the number representing the total receipts of shoes at St. Louis from Jan. 1, 1895, to Jan. 1, 1896, according to reports made daily, by all transportation companies entering St. Louis, to the Merchants' Exchange. Cases range in size from those containing 12 pairs to as large as 72-pair cases, though these latter are rare, and a case valuation of \$25 is probably near the average. On this basis no less than \$21,898,275 worth of shoes were received in St. Louis during 1895. In 1894 the value of the goods received was \$19,594,825, which shows a gain over last year of \$2,303,450. The corresponding figures for 1893 were \$18,730,450. Compared with former years, the receipts of 1895 were as indicated in the following table:

Year.	Cases.
1890.	387,505
1891.	578,250
1892.	828,010
1893.	749,218
1894.	783,793
1895.	875,931

In the factories there was a much greater activity shown in 1895 than in either '94 or '93 and the output of the banner year, 1892, was even exceeded both in number of pairs made and the average value per pair. As nearly as can be estimated the St. Louis shoe factories made 5,760,000 pairs of shoes in 1895. This is figuring 20,000 pairs a day for 48 weeks to the year—a conservative calculation. These figures show an increase over the output in '94 of 510,000 pairs.

Owing to the advances in leather and consequently in shoes and the demand for higher grade footwear, the average per pair value of the '95 product was materially greater than that of '94, being not less than \$1.80, at which price the year shows a total of \$10,368,000 in manufactured goods. During the year 1894 the St. Louis shoe factory output was valued at \$8,662,500; that of 1893, \$8,550,000, and that of 1892 (the banner year heretofore) \$9,375,000; thus the 1895 record stands above all others, and marks the high tide of the St. Louis shoe trade up to the present time

ST. LOUIS AS A SHOE MARKET.

The total shoe trade of St. Louis for the year 1895, aggregating the unprecedented sum of \$32,266,275, places the market in even a higher position than it has occupied previously. For several years it has been accounted as second in magnitude in the United States, Boston being always first, and New York and Chicago dividing third honors.

Comparative standing is best indicated by the figures showing the shipments of shoes from Boston to the various distributing markets, Boston being in reality the hub of the shoe trade. No more definite statistics can be obtained at present, owing to the fact that St. Louis is the only one of the chief markets keeping a record of boot and shoe receipts and shipments. The comparative shipments from Boston to the principal shoe markets of the country during 1895 were as follows:

St. Louis	594,925
New York	325,741
Chicago	295,903
Baltimore	177,333
Philadelphia	168,406
Cincinnati	122,549
Nashville	100,797

As the figures in the above table indicate, the showing is very creditable to St. Louis, her nearest competitor being far in the rear.

THE ELECTRICAL INDUSTRIES OF ST. LOUIS.

By Richard McCulloch, Engineer St. Louis and Cass Ave. and
Citizens' Railway Cos.

In reviewing the progress of the electrical industries of St. Louis for the past year, the most suggestive fact encountered is that many enterprises which a few years ago were small affairs have now attained such magnitude as to require millions of capital for the transaction of their business and employ thousands of workmen. This growth has not yet reached its maximum, but with the constantly increasing uses for electric current we find all engaged in the distribution of electric current for industrial purposes daily adding to the capacity of their plants in order to keep pace with the demand. On account of the importance of the interests involved and their constant growth and progress, a great deal could be written concerning them, but the necessity of brevity in this article will allow only a short mention of the more important features.

TELEGRAPH.

St. Louis is entered by the Western Union and the Postal Telegraph Cable Companies, both of which have numerous branch offices throughout the city. On account of the immense commercial and manufacturing interests located here, the amount of business transacted by these companies is enormous, about 35,000 messages being transmitted each day. The duplex and quadruplex systems are used and the lines are charged by dynamos, the antiquated practice of battery charging having been abandoned. About 500 persons are employed by these interests throughout the city.

DISTRICT TELEGRAPHS.

The district telegraph, messenger and express service of the city, including night watchmen and special signals, is operated by six companies with about \$46,000 invested in the business. There are about 6,100 call boxes installed throughout the city in offices, factories, stores, shops and many in private residences.

FIRE AND POLICE TELEGRAPH SYSTEM.

This system is operated by the city for fire signals and police calls. There are 978 signal boxes located throughout the city and the number of fire alarms received during the year is about 1,800.

TELEPHONES.

The public telephone system of the city is owned by the Missouri Bell Telephone Co., capitalized at \$400,000 and employing 230 persons. About 4,400 instruments are connected with the station and the number of messages transmitted each day will average 90,000.

The telephone service of the city suffers greatly from the fact that the main lines are grounded, the buzzing sounds heard in the telephone being due to induction from other grounded circuits. This can be remedied by abandoning the practice of grounding the circuits and using a metallic circuit entirely, but the telephone company very naturally hesitates to go to the labor and expense of doubling the present number of its overhead wires when it is anxious to place its wires underground whenever given permission to do so, especially as there seems to be a probability of this permission being given in the near future. Until this is done there is no probability of St. Louis having a connection with a long distance telephone, as this is operated only on a metallic circuit. It would take only about three months to continue the long distance line now at Terre Haute to St. Louis, and a slight change in the present transmitter would then enable any subscriber of the local company to talk from his office to any station reached by the long distance line.

Besides the public system operated by the Bell Telephone Co., during the past year, a number of private exchanges, possibly to the number of 100, have been installed. These are mostly in office buildings, stores, factories, railroad yards, depots, etc., and prove a great convenience in communicating from one department to another. Some of these exchanges have been installed and are maintained by the Bell Telephone Co., while others have been bought outright and are operated by their owners.

ELECTRIC LIGHTING.

The electric lighting of the city is done by four companies, two of which are under contract for the public lighting of the city. The capital invested in the business is \$5,000,000, while 350 men are employed. In lighting the streets and alleys, 2,461 arc lamps and 3,369 incandescent lamps of thirty-two candle power each are employed. For the public buildings of this city, 73 arc lamps and 4,926 incandescent lamps are in use. On the commercial circuit 2,800 arc lamps and 170,000 incandescent lamps are connected up. A conservative estimate of the total number of lamps connected to the circuits of the lighting companies of this city would be 5,300 arc and 178,000 incandescent lamps.

Many of the arc lamp circuits, all of which were formerly operated by direct current with the lamps in series, have during the past year been changed to operate on alternating current, the lamps being connected twenty in series between 1,000 volt mains, or forty in series be-

tween 2,000 volt mains. Most of the commercial arc lamps in use are run on alternating current with the lamp in parallel between the mains and on the same circuit as the incandescent lamps. The greater part of the incandescent lighting of the city, both street and commercial, is done by alternating current.

During the past year several of the lighting companies have improved their plants and greatly increased their capacity by installing mammoth machines of the most improved type to take the place of the smaller machines formerly in use; and the present tendency seems to be toward the installation of large slow-speed dynamos directly connected to engines, with the ultimate intention of operating arc lamps, incandescent lamps and motors from the same machine and, where desirable, from the same circuit.

Besides the lights furnished by these lighting companies, many of the large office buildings, hotels and factories operate their own plants, some on a very extensive scale. The number of lights furnished by these plants is quite large, and a rough estimate would be 1,000 arc lamps and 70,000 incandescent lamps.

ELECTRIC POWER.

There are in St. Louis three companies engaged in the production and distribution of current for power purposes. All the motors installed up to this time are running on direct current at either 220 or 500 volts potential, though one company is now making preparations to install motors to run directly from its alternating current mains. Two of these companies have already been listed among the lighting companies, while the third with a capital of \$400,000 is engaged only in the distribution of power. The power companies have connected up at the present time about 900 motors with an aggregate of about 4,500 horse power. This number is rapidly being augmented and the power companies are constantly adding to their stations to supply the increasing demand for current. Most of the motors yet in use are small and are used for almost every conceivable purpose. The installation of some represents entirely new applications of power to the arts, while many have replaced small steam plants. One firm engaged in printing and book-binding has 52 motors in use. Each motor is mounted directly on the machine it is intended to run and not only are all noise, dirt, complication and danger of shafting and belting eliminated, but tests have shown that the work is now done with 30 per cent. of the power formerly required for the same purpose. With the introduction of the electric motor for power purposes, there comes an interesting question in industrial economy. Small shops are now enabled to compete with large ones on a power basis, for shops whose business formerly did not warrant the operation of a steam plant with the expensive labor required, may now rent their power and thus secure a servant, fully as reliable and capable, yet

not requiring the expert and expensive attention of the old steam plant.

With the replacement of small steam plants by electric motors there has been noticed a marked decrease in the amount of smoke in the heart of the city. These small steam plants were often equipped with antiquated apparatus and in charge of incompetent men, and their exodus will contribute in no small degree toward the abatement of the smoke nuisance.

STREET RAILROADS.

With the advent of the year 1896, there has vanished one of the historic landmarks of St. Louis. No longer does the modest mule with his bobtail car behind him wend his weary way along Jefferson Ave., but in his place elegantly equipped motor cars now bowl along that busy thoroughfare. This change completes an epoch in the railway history of the city, for with the exception of 33.78 miles of track operated by cable power, there is now no street car in the city of St. Louis not propelled by electric traction. Including the track construction now in progress, there are within the city limits 274.61 miles of electric single track and outside of the city limits, but connecting with city lines, 34.81 miles of single track, making a total mileage of 309.42 miles of single track operated by electric power.

During the year 1895, 102,997,772 passengers were carried, showing a gain of 8.19 per cent. over 95,201,770 carried in 1894. The total amount of money invested in the street railroads of this city in capital stock and bonded indebtedness is \$37,000,00 and about 3,900 men are employed in the business. There are eleven electric railway companies operating seven power houses of an aggregate output of 22,000 horse power. From these power houses 650 motor cars receive their current.

During the year two new roads, the Grand Ave. and the Southwestern, have been put into service. An extension of the Union Depot line on Arsenal Street to Clifton Heights and an extension of the Northern Central on Natural Bridge Road to Kings Highway have been built. At the time the Jefferson Ave. line was converted into an electric road, it was extended on the north as far as the Fair Grounds. The Citizens' Road, formerly a cable line, has had its motive power changed to electricity and now runs through on Easton Ave. to the city limits. The Taylor Ave. road is now running south on Euclid Ave. as far as Manchester Road. The Forest Park and Clayton Road, which has been built for several years, has during the past year been put into operation. Work is now in progress on the construction of a road to Webster, Kirkwood and Meramec Highlands, beginning at the southeast corner of Forest Park, and it is expected soon to have the road in operation. Work is also being done on a line along Manchester Road to Webster, and a road running from the southern end of the city to Jefferson Barracks is contemplated.

During the past year the Southern Electric Railway Co. began running its cars over the tracks of other roads as far north as Howard Street. The Fourth Street and Arsenal Railway, for several years dormant, has recently begun to relay its old track in preparation for operation by electricity, and expects to continue north as far as Carr Street. The total new construction, counting in the work now under headway and nearly completed, has during the past year been 23.55 miles within the city and 19.27 miles outside of the city.

It will be seen that, with the exception of the Southwestern, and the Fourth Street and Arsenal roads, none of these new lines run to the heart of the city, their purpose being to connect existing roads and to reach out into unoccupied territory. There has been a great development in suburban roads and with the work now in progress most of the suburban towns will be directly connected with the center of the city by electric roads.

Most of the large systems have adopted the practice of giving transfers to any of their connecting lines and it is now possible to reach almost any part of the city for a single fare. It should be stated that the adoption of the transfer system was entirely voluntary on the part of the street railway companies. It was not a matter of legislation and no concessions have been made to the railroad companies on account of the granting of transfers. As an illustration of the extent to which this system has grown, a very conservative estimate of the number of transfers granted is 45,000 each day. This means that on the roads issuing transfers, 22.6 per cent. of the total number of passengers, or nearly one passenger out of every four receives and uses a transfer.

In regard to the apparatus employed, while no startling innovations have been introduced, many changes of existing methods have been made to insure greater continuity and regularity of service and greater safety and comfort to passengers. The installation of mammoth direct connected dynamos and engines, the welding of rail joints, and the introduction of electric heaters, are some of the more striking instances which may be cited. St. Louis has long been noted as a city of progressive and level-headed railroad men and it is a matter of just pride, that a great portion of the innovations and improvements in apparatus, rolling stock, track and general railway practice, now in almost universal use, have had their origin and passed through experimental stages in this city.

As an example of the infallibility of the service rendered, it may be stated that in one power house in the city, supplying current for almost 150 cars, the wheels have not ceased their motion and current has not been off the buss-bars for one second, night or day, during the last nine months.

The trolley wire itself, once considered so deadly, has come to be regarded as commonplace. Breaking of the wire is now quite infrequent, due to the improved construction of overhead lines, and when breaks do occur, no harm is done, as most of the large power houses

are now supplied with automatic devices by which the current is immediately cut off the broken section, the moment the trolley wire strikes the ground.

Attached to this report will be found a table showing the mileage of the different street railroad systems of the city and county. This table includes the track construction now actually in progress. In the case of some of the new roads it was difficult to arrive at their exact length, and their mileage has been approximated. Where one road uses the tracks of another, the mileage has been credited to the road owning the tracks.

ST. LOUIS STREET RAILROAD MILEAGE.

(CITY AND COUNTY), JAN. 15, 1896.

INCLUDING TRACK CONSTRUCTION NOW IN PROGRESS.

	Within City Limits.		Outside City Limits.	Total Miles of Single Track.
	Cable.	Electric.		
Union Depot Railway		74-65		74-65
Florissant Avenue Railway.....		0-75		0-75
Lindell Railway.....		59-09		59-09
St. Louis & Kirkwood Railway (under construction).....			10-00	10-00
Forest Park & Clayton Railway..		1-56	2-74	4-30
Peoples' Railway.....	10-10			10-10
Fourth St. & Arsenal Railway (under construction).....		3-40		3-40
Missouri Railroad.....	9-06	16-98		26-04
Southern Railway.....		16-57		16-57
St. Louis & Suburban Railway...		18-14	10-50	28-64
Manchester Road Railway (under construction).....		10-58	9-27	19-85
Midland Railway.....			2-30	2-30
Cass Ave. & Fair Grounds R'y...		34-47		34-47
Citizens' Railway.....		16-36		16-36
St. Louis Railroad.....	14-62	14-12		28-74
Jefferson Avenue Railway.....		6-97		6-97
St. Louis County R'y (horse)			3-00	3-00
Delmar & Clayton Railway (not operated).....		0-97		0-97
Total.....	33-78	274-61	37-81	346-20

Total Cable Track.....	33-78
Total Electric Tracks (inside and outside City limits).....	309-42
Total Horse Roads (outside city limits).....	3-00
Total Mileage (including construction now in progress).....	346-20
Total New Construction in 1895 (including construction now in progress).....	42-32

ELECTRIC MANUFACTURES.

Pre-eminently a manufacturing center, St. Louis is forging rapidly to the front in her electric manufactures. Several companies located here are engaged in the manufacture of general electrical supplies, while one carbon company has become famous for the superiority of its products. There is probably \$350,000 invested in the manufacture of materials for the electric trade. Of the various articles manufactured, one company has acquired a national reputation for the efficiency of the transformers bearing its name, while another makes a specialty of an ingenious fan motor, large numbers being sold all over the country.

Besides the companies making general electrical supplies, there are in St. Louis three companies engaged in the manufacture of incandescent lamps. The capital invested in this business is about \$250,000 and about 200 persons are employed. The capacity of the factories of this city is about 7,500 lamps per day, and besides almost entirely supplying the trade of the South and West, large numbers of these lamps are shipped to New York, Philadelphia and all the Eastern cities, competing favorably with the products of the Eastern factories. During the past year a radical change has been made in the manufacture of the filament of incandescent lamps, by substituting a structural, prepared filament made of chemicals, for the one formerly made of carbonized silk, bamboo, or some other fibrous substance. This prolongs the life of the lamp and greatly increases its efficiency and both its uniformity and maintenance of candle power.

ELECTRICAL SUPPLY HOUSES.

Four companies carrying a stock which may be estimated at \$100,000 supply the city and the territory tributary to the city with electrical supplies. St. Louis has always had the trade of the Southwest, but during the past year a great many supplies have been sold throughout the West, in territory which has formerly been regarded as belonging to Chicago. Electric apparatus, having passed through its transition stage, is rapidly becoming standardized to such an extent that the supply houses can now afford to carry a large stock of goods without fear of their becoming obsolete on their hands. They are now taking advantage of this fact and constantly augmenting their stocks.

With the expiration of some of the more important telephone patents during the past year, the telephone has become an article of trade and several of the supply houses have sold large numbers of these instruments. Many of them are used for private lines, while many have gone to equip exchanges in the smaller towns, formerly without telephonic facilities.

In addition to the supply houses, there are several large concerns in the city which carry a line of electric light fixtures and which also

contract for the wiring of buildings. Their stock may be estimated at \$200,000. All of the supply houses report a much larger business throughout the year than was experienced during the previous year, partly due to the more general use of electric appliances and partly to the increased territory which the city is now supplying.

ELECTRIC WIRING.

There are several firms in the city which do a large business in the wiring of buildings for electric lights. This business is in a great measure dependent upon the building trades, but it should be a matter of congratulation that all the important work done in the city last year was performed by local companies, and that the workmanlike and artistic manner in which some of this work was executed has been a source of universal comment among those competent to judge.

STREET CAR MANUFACTORIES.

Among her other electrical interests, St. Louis is noted for her street car factories. Four companies capitalized at \$1,500,000 and employing 1,800 men make this city the largest street car manufacturing point in the world. During the past year 2,600 electric cars and 79 cable cars were manufactured as compared with 2,300 cars in the previous year.

UNDERGROUND WIRES.

On account of its important bearing on the electrical industries of the city as well as the universal public interest in the matter, it would be well to state the present condition of the underground situation.

A general ordinance formerly gave the Board of Public Improvements authority to issue permits for wires to be placed overhead or underground. Ordinance No. 18,157 repealed that portion of the former ordinance relating to underground wires, and the condition in which the matter stands is that no one now has authority to grant permission for underground conduits, not even to those companies operating under State Charters giving them the right to place their wires underground. An ordinance has been drafted by the Supervisor of City Lighting by which all wires between Second and Twenty-Second Streets and between Carr and Poplar Streets are to be forced underground, authorizing the Board of Public Improvements to grant permits, approve plans on application, and compel the removal of all overhead wires in the district. Until this ordinance or one equivalent to it is passed by the Municipal Assembly, all work in this direction is at a standstill.

The St. Louis Subway Co. in 1889, acting on a permit issued by the Board of Public Improvements, built about a mile of conduit in the business part of the city. After having been for a long time unused, the Postal Telegraph Cable Co. during the past year rented a portion

of the conduit on Broadway and placed their wires therein. Up to the present time these are the only underground wires in the city. cities in the United States in electrical matters. In arc lighting, in alternating current lighting and in electric street railroad practice, she has set a pace which other municipalities have difficulty in following. Much of the early experimenting was done here and many of the devices and methods first brought into use in St. Louis have been adopted as standard. Besides the industries already enumerated others are continually introduced. Constant experimenting for the improvement of the service is being performed by all engaged in electric enterprises, and workmen are continually being educated and trained in the new methods which are daily being developed. All of our electrical enterprises have been the fruit of only a few years grafting, and the wonders which are now so familiar as to have become commonplace, were regarded only a few years ago, to be as chimerical as the alchemist's dream.

DRY GOODS.

From "St. Louis Dry Goods Reporter."

The year 1895 will go into history as a very profitable and successful one for the dry goods jobbing trade of St. Louis.

As to volume of business transacted, St. Louis has distributed more dry goods than ever before in the history of the trade, not even excepting the famous year of 1892. The retailers' stocks had dwindled very low after the panic of 1893, and when the spring of 1895 began, the retail trade found their shelves comparatively bare of stock, so that they were free purchasers.

In every department in the jobbing trade, business has been active. The sale of staples has been immense, owing to the fact of a constantly appreciating market.

In woolen goods the season has been up to any preceding year. The disturbance over values on account of the changes in the tariff and the prices made by importers did considerable to make the market irregular during the whole year. Even at present in heavy woolens there is much uncertainty as to the future course of the market.

In dress goods the year's trade has been phenomenal. It was difficult to get sufficient stocks of desirable fabrics to supply the trade, and this was especially true of all classes of plaid fabrics. Prices have ruled remarkably steady and the season will go into history as one of the best ever known in this market.

White goods, also, have had a remarkable sale and there has been a firm and steady market during the whole of 1895. On some classes

of cotton fabrics, advances were made to correspond with the increased cost of raw cotton. In this feature of the business, foreign fabrics cut a very large figure and prices ruled about the same as the year preceding. Managers of the white goods departments are yearly adding more fancy goods which has the effect of greatly stimulating sales.

The notion departments in St. Louis houses exceeded their record of a year ago, showing that retailers have closely disposed of this class of goods. It is somewhat difficult to write strictly of notions, as many of the departments carry lines such as hosiery, oil cloths, etc., which are not distinctly classed as notions. Those who handled holiday goods, had a remarkable rush during the closing of the year and stocks have been completely cleaned out.

Perhaps the brightest spot in all the departments has been the furnishing goods. From the opening of the year until its close, there has been a trade in furnishing goods the like of which has never been seen in this market. In hosiery and underwear, especially, the trade has been at least 25 per cent. greater than ever before. During the year St. Louis has made a special record in the hosiery line and her leading brands now equal or excel anything placed on the market in this country.

Summed up as a whole, the year's trade has been exceedingly satisfactory. Not only was the volume of business increased in the old territory, but much new business has been gained from Iowa, Nebraska and Kansas. More goods have been sold in these States than ever before and the indications are that the coming year will see still more merchants from the Northwest coming to this market. They are getting their eyes opened to the fact that they can purchase to better advantage here than in any other market in the United States. East of the Mississippi, also, there have been many gains in Kentucky, Tennessee and Northern Alabama.

As to the total jobbing business of St. Louis for 1895, the amount is somewhere between \$35,000,000 and \$40,000,000. The exact figures are impossible to obtain, as jobbers do not care to give their sales for publication. We know enough of the volume of sales, however, to state that the above estimate is still within the bounds of facts.

FURNITURE.

By Geo. T. Parker, Secretary St. Louis Furniture Board of Trade.

Early in the year 1895 the furniture and kindred interests realized a slight revival. The stocks of country merchants were very low and the panic clouds having rolled away to a considerable extent, consumers' orders were liberally forwarded. In June an excellent business commenced and lasted until the fall months, when the demand assumed a normal condition. The latter months were only fair, with a special activity, however, at holiday times.

In July an advance in prices on many of the manufactured goods took place. Stocks on hand having been disposed of in the spring trade, the factories found the new goods costing them more by reason of advances in raw materials—mirrors, iron, etc., and an advance was necessary, which, in a general way, amounted to about 10 per cent. A concession granted by the railroads in the Western freight rates classification, especially applicable to carloads, was taken quick advantage of by the larger buyers, and in no previous year had so many carload shipments been made. This rush of business in the early summer stocked up merchants so that their demands for fall were comparatively light.

An estimate of the gross business is \$17,000,000, manufacturers, jobbers and retailers. The factories produced about \$5,000,000. This is a gratifying increase over 1894, and when the great shrinkage in prices from those of but two or three years back is considered, the volume of business was very large.

A feature of the year was the appearance on the market of Southern buyers, who had purchased little or nothing for two years. There is a greater cultivation of the trade of Iowa, Nebraska, Colorado, and Northwestern States. The improvement of railroad connections has assisted in this, as well as the reaching-out policy of our furniture houses. Very many points which have been persistently drummed by other cities, no better located, have found that they can buy as well in St. Louis, and they give us the preference.

The shipments in volume to Mexico and Central America have about doubled over the previous year. This has excited much interest in these export markets, and more genuine effort is being made for this trade than ever before, with most satisfactory results. The foreign merchants have freely visited this market, and made purchases, which, with the rapidly improving railroad facilities and the already greatly improved Gulf steamer service, gives them quick delivery and enables more frequent orders than from European markets. Inquiries are being received from European markets, as well as from African and Australian, and lines of manufacture of this market suitable for export have been listed with all the world's consuls, that

an experiment may be tried in this direction. The success of other large furniture markets in exporting to European markets have instigated this step.

The quality of work from our factories continues to improve in design and finish, while St. Louis is the world's greatest producer of safes, wardrobes, tables, etc., of a low grade, and brings custom from the Atlantic to the Pacific for these special lines; it is also becoming favorably known for its better makes of goods.

There is still a most advantageous opportunity for a large factory for high-grade cabinet work of the best designs, inasmuch as several million of dollars per annum now goes to other markets for goods, the woods of which are purchased here,—the greatest hardwood lumber market of the world, and afterwards the manufactured article is brought back. Capital invested here would save to dealers and consumers the double freight which is now a part of the cost of the goods.

St. Louis is a point deficient in the making of school desks, opera chairs and church chairs, for of these much used articles there is a great demand. The last letting of the Public School Board for desks was for nearly \$10,000, and they were ready to favor home manufacture. Capital could be well invested in all of these lines.

The factories during the year have been kept busy; there have been no new factories erected, but some additions to the old. A new manufactory of upholstery and mattress hair is of the year's creation, and met with immediate success.

The 4,000 employes in the furniture factories have been kept quite steady at work, and there have been no strikes. Car furniture has continued to be a large industry—shipments are bounded only by the globe, as all parts of the world are purchasers of this product. The reputation of the furnishers of the Union Station has brought to the city large orders for furnishing other stations, even to the Atlantic coast. The new St. Joseph (Mo.) Union Station is the last to receive its fittings.

Greater territory is being covered by traveling salesmen than heretofore, and the catalogues used as auxiliaries are the largest sent out by firms of any cities, covering a greater variety of articles suitable for general store trade, and for exclusive dealers as well.

In July the National Convention of Retail Dealers met in this city, upon the invitation of the Furniture Board of Trade and the Retail Dealers' Association, who hospitably entertained them.

Among the furniture markets St. Louis for 1895 stands as one of the most prosperous, and it is considered there is a decided gain as a market and manufacturing center. This is a marked contrast with the trade of another well-known city, whose Board of Trade has appointed a special committee of inquiry to investigate the causes of the decline in their furniture manufacturing industry.

ST. LOUIS MUNICIPAL AFFAIRS.

From the report of the Comptroller.

CONDITION OF THE TREASURY.

The balance in the Treasury at the close of the fiscal year, April 8, 1895, was \$2,338,799.79. Adding to this the amounts due on account of "Opening Streets—Special Fund," "Changing Street Grades—Special Fund," "Street Sprinkling—Special Fund," "Boulevards—Special Fund," and "Street Improvements," aggregating \$317,104.32, makes the total resources of the Treasury, at the close of the fiscal year, \$2,665,904.11.

Deducting the aggregate of balances standing to the credit of special funds and accounts, there remains at the end of this year an unappropriated surplus of \$376,664.74 belonging to the respective revenue funds, as follows:

Interest and Public Debt Revenue.....	\$ 81,578 77
Municipal Revenue	182,277 51
Water Works Revenue.....	71,973 94
Harbor Fund	40,834 52
	<hr/>
	\$376,664 74

BONDED DEBT.

The bonded debt at the close of the fiscal year amounted to \$21,024,711.55, showing a reduction of \$172,000 during the year. The outstanding debt is composed of \$6,111,000 bonds of the late County of St. Louis, \$5,808,000 bonds issued for Water Works purposes and \$9,105,711.55 of City bonds.

The bonds which matured during the year amounted to \$2,172,000 and were redeemed as they fell due—\$70,160 out of the revenue of the Sinking Fund, and the remainder out of the proceeds of sale of \$2,000,000 of renewal bonds. The renewal bonds are dated June 1, 1894, due June 1, 1914, and bear interest at the rate of 4 per cent. per annum, principal and interest being payable in gold coin of present standard weight and fineness. The bonds were offered at a public letting May 12, 1894, and were sold to Messrs. Blake Bros. & Co. and Messrs. Vermilye & Co., of New York, on joint bid at 105.092 flat.

The bonds which mature during the current fiscal year amount to \$1,352,000. Of this amount \$975,000 are provided for by the issue of renewal bonds, and \$377,000 will be redeemed out of the revenue of the Sinking Fund. The renewal bonds of this year are dated May 1.

1895, due May 1, 1915, and bear interest at the rate of 3.65 per cent. per annum, principal and interest payable in gold coin of present standard weight and fineness. The bonds were offered at a public letting and were sold to Messrs. Kuhn, Loeb & Co., of New York, at 103.15 flat, the best price the City has ever obtained for its bonds.

The annual interest charges on the debt outstanding April 8, 1895, amount to \$936,459.11, the average rate of interest being 4.454 per cent.

The City owns its water works, hospitals, insane asylums and poor-house, city hall, courthouse, jail, house of refuge, workhouse, engine houses, police stations and public parks. The water works are valued at \$15,000,000, and all other property belonging to the City at \$16,000,000, an aggregate of \$31,000,000.

SINKING FUND.

The balance to the credit of the Sinking Fund at the beginning of the year was \$21,407.15; the revenue of the fund during the year amounted to \$212,819.47, making the total available resources \$234,226.62. Of this amount the sum of \$70,160 was expended in the redemption of maturing bonds not covered by proceeds from the sale of renewal bonds, leaving the balance at the end of the year \$164,066.62.

The resources of the fund available for the redemption of bonds during the current year are estimated at \$427,000. Of this amount \$346,287.50 will be required to meet the maturing bonds of the year not otherwise provided for.

TAXATION.

The assessed valuation of taxable property for the taxes of 1895 amount to \$326,463,600, an increase of \$16,121,750 over the preceding year.

The rates of taxation for City purposes for the year 1895 remain the same as for the preceding year, viz.:

	Old Limits.	New Limits, subject to increased rate.	New Limits.
For payment of debt and interest.....	40c.	40c.	40c.
For general municipal purposes.....	98c.	98c.	60c.
Total.....	\$1.88	\$1.88	\$1.00

COMPARATIVE BUSINESS IN LEADING ARTICLES.

AT ST. LOUIS FOR 1892, 1893, 1894 and 1895.

ARTICLES.	1892.	1893.	1894.	1895.
Flour, amount manufactured....bbls.	1,455,342	1,669,048	1,656,645	1,740,026
Flour, amount handled.....bbls.	4,870,852	4,732,838	4,717,954	3,753,370
Wheat, total receipts.....bush.	27,483,855	14,442,999	10,003,242	11,275,885
Corn, total receipts.....bush.	32,030,030	33,809,405	23,546,945	8,773,230
Oats, total receipts.....bush.	10,604,810	10,056,225	10,196,605	10,466,190
Rye, total receipts.....bush.	1,189,153	583,799	140,285	224,321
Barley, total receipts.....bush.	2,691,249	1,986,746	2,083,438	2,104,128
All Grain received (including flour reduced to wheat).....bush.	80,548,136	66,348,786	51,646,405	37,410,330
Cotton, receipts.....bales.	506,037	638,400	812,705	629,738
Bagging, manufactured.....yards.	13,000,000	12,000,000	13,000,000	11,700,000
Hay, receipts.....tons.	131,148	141,238	159,969	195,582
Tobacco, receipts.....hhd.	41,936	39,587	43,264	48,642
Lead, receipts in pigs, 80 lb.....pigs.	1,526,484	1,348,544	1,463,229	1,500,923
Hog Product, total shipments....lbs.	369,411,500	285,323,741	345,481,499	339,430,499
Cattle, receipts.....head.	801,119	903,257	773,571	851,275
Sheep, receipts.....head.	376,922	397,725	359,895	510,660
Hogs, receipts.....head.	1,310,311	1,105,108	1,489,856	1,440,342
Horses and Mules, receipts.....head.	45,751	46,834	59,882	77,320
Lumber and Logs, receipts.....feet.	883,943,163	855,297,730	694,395,856	826,175,742
Shingles, receipts.....pcs.	171,942,500	148,589,900	106,782,000	64,185,937
Lath, receipts.....pcs.	22,205,300	27,621,750	31,354,350	18,033,570
Wool, total receipts.....lbs.	25,850,690	15,024,436	24,861,455	21,593,780
Hides, total receipts.....lbs.	38,412,854	45,011,866	46,456,970	44,169,790
Sugar, received.....lbs.	250,950,264	273,331,736	198,869,450	185,832,650
Molasses (including Glucose), received.....galls.	3,029,050	4,274,080	5,765,901	4,310,327
Coffee, received.....bags.	265,096	248,347	246,612	259,299
Rice, receipts.....pcks.	110,250	87,959	66,576	93,009
Coal, receipts.....bush.	83,302,228	87,769,375	74,644,375	88,589,935
Nails, receipts.....kegs.	581,278	415,416	522,673	428,642
Potatoes, receipts.....bush.	1,686,641	1,644,314	1,392,522	2,469,371
Salt, receipts.....bbls.	290,487	241,189	248,830	304,204
Salt, receipts.....sacks.	48,963	80,198	60,737	72,793
Salt, receipts.....bush. in bulk.	473,200	364,020	620,500	804,380
Butter.....lbs.	13,401,788	12,575,298	14,138,544	15,812,065
Tons of freight of all kinds received and shipped.....	18,388,174	16,519,881	15,239,765	16,650,854

VALUE OF IMPORTS AND EXPORTS OF THE UNITED STATES.

Year ending June 30th.	Exports Merchandise.	Exports Gold, Silver and Bullion.	Total Exports.	Imports Merchandise.	Imports Gold, Silver and Bullion.	Total Imports.
1867	294,506,141	60,868,372	355,374,513	395,761,096	22,070,475	417,831,571
1868	281,952,899	93,784,102	375,737,001	357,436,440	14,188,368	371,624,808
1869	285,117,697	57,138,380	342,256,077	417,506,379	19,807,876	437,314,255
1870	332,771,763	58,155,666	450,927,434	435,958,408	26,419,179	462,377,587
1871	442,820,178	98,441,988	541,262,166	520,223,684	21,270,024	541,493,708
1872	444,177,586	79,877,534	524,055,120	626,595,077	13,743,689	640,338,766
1873	522,479,922	84,608,574	607,088,496	642,136,210	21,480,937	663,617,147
1874	586,283,040	66,630,405	652,913,445	567,406,342	28,454,906	595,861,248
1875	513,442,711	92,132,142	605,574,853	533,005,436	20,900,717	553,906,153
1876	540,384,671	56,506,302	596,890,973	460,741,190	15,936,681	476,677,871
1877	602,475,220	56,162,237	658,637,457	451,323,126	40,774,414	492,097,540
1878	694,865,766	33,740,125	728,605,891	437,051,532	29,821,314	466,872,846
1879	710,439,441	24,997,441	735,436,882	445,777,775	20,296,000	466,073,775
1880	835,638,658	17,142,919	852,781,577	667,954,746	93,034,310	760,989,058
1881	902,377,346	19,406,847	921,784,193	642,664,628	110,575,497	753,240,125
1882	750,542,257	49,417,479	799,959,736	724,629,574	42,472,390	767,111,964
1883	823,839,402	31,820,333	855,659,735	723,180,914	23,489,391	751,670,305
1884	740,513,009	67,133,383	807,646,392	667,697,693	37,426,262	705,123,955
1885	742,189,755	42,231,525	784,421,280	577,527,329	43,242,323	620,769,652
1886	679,524,830	72,463,410	751,988,240	635,436,136	38,593,656	674,029,792
1887	716,183,211	35,997,691	752,180,902	692,319,768	60,170,792	752,490,560
1888	695,954,507	46,414,183	742,368,690	723,967,114	59,337,986	783,305,100
1889	742,401,375	96,641,533	839,042,908	745,131,652	28,963,073	774,094,725
1890	857,828,684	52,148,420	909,977,104	789,310,409	33,976,326	823,286,735
1891	884,480,810	108,953,642	993,434,452	844,916,196	36,259,447	881,175,643
1892	1,030,278,145	83,005,886	1,113,284,034	827,402,462	69,654,540	897,057,002
1893	847,665,194	149,418,163	997,083,357	866,400,922	44,367,633	910,768,555
1894	892,140,572	127,429,326	1,019,569,898	654,994,622	85,735,671	740,730,293
1895	807,538,165	113,763,767	921,301,932	731,969,965	56,595,939	788,565,904

IMPORTS AND EXPORTS OF THE UNITED STATES—1894-95.

IMPORTS AND EXPORTS.	TWELVE MONTHS ENDING DECEMBER.	
	1894.	1895.
MERCHANDISE.	DOLLARS.	DOLLARS.
Exports—Domestic.....	807,312,116	807,740,016
Foreign.....	17,700,132	17,120,408
Total.....	825,102,248	824,862,475
Imports—Free of duty.....	383,371,933	384,774,367
Dutiable.....	292,941,008	416,852,371
Total.....	676,312,941	801,626,738
Excess of exports.....	148,789,307	23,188,915
GOLD.		
Coin and Bullion—		
Exports.....	101,839,693	104,967,402
Imports.....	21,014,593	34,396,392
Excess of exports.....	80,825,100	70,571,010
SILVER.		
Coin and Bullion—		
Exports.....	47,076,032	54,211,086
Imports.....	14,405,264	24,373,347
Excess of exports.....	32,670,768	29,837,739
(Above includes gold and silver ore.)		

CLEARING-HOUSE STATEMENT. BUSINESS FOR THE YEAR 1895 COMPARED WITH 1894.

MONTHS.	CLEARINGS.		BALANCES.	
	1895.	1894.	1895.	1894.
January....	\$116,390,713	\$105,274,739	\$25,706,048	\$18,304,396
February..	83,461,901	83,024,032	14,992,937	12,306,582
March.....	99,965,994	91,251,361	17,286,689	12,924,574
April.....	105,268,058	88,598,590	16,746,544	12,970,132
May.....	113,645,397	97,995,533	17,913,353	16,215,784
June.....	101,670,035	91,281,954	16,187,269	15,215,927
July.....	103,452,679	87,530,649	15,810,563	12,173,802
August.....	93,001,232	90,168,560	11,782,678	15,922,376
September..	97,248,219	88,256,037	10,661,967	14,590,587
October....	112,754,702	101,130,464	12,737,429	13,907,980
November..	108,450,073	99,122,167	14,713,903	12,674,952
December..	109,014,650	104,068,823	12,629,496	15,738,816
Aggregate	\$1,244,323,653	\$1,127,702,906	\$187,168,876	\$172,945,768

CLEARINGS AND BALANCES.

YEARS.	Clearings.	Balances.	YEARS.	Clearings.	Balances.
1895.....	\$1,244,323,653	\$187,168,876	1890.....	\$1,118,573,210	\$163,780,068
1894.....	1,127,702,906	172,945,768	1889.....	987,522,629	163,661,257
1893.....	1,139,014,291	139,962,646	1888.....	960,474,878	141,883,329
1892.....	1,231,571,903	152,810,577	1887.....	894,527,731	138,839,792
1891.....	1,139,599,555	129,795,919	1886.....	810,735,062	149,968,900

E. CHASE, Manager.

BANK STATEMENTS.

The following are comparative statements of the Banks of St. Louis during eleven years, compiled by E. Chase, manager of the Clearing-House.

Date.	No. of Banks.	Capital and Surplus.	Deposits and due banks.	Good loans and bonds.	Cash and Deposits in other banks.	Ratio of cash to Deposits.	Clearings
December, 1885.....	23	\$14,653,652	\$44,234,157	\$42,881,935	\$14,869,255	34	\$ 759,130,425
December, 1886.....	23	14,941,771	47,501,396	45,241,095	16,057,096	34	810,785,062
December, 1887.....	21	14,824,115	45,878,589	44,507,836	14,913,121	32½	894,527,731
December, 1888.....	21	15,460,866	52,289,979	46,852,313	19,432,361	37	900,474,878
December, 1889.....	21	18,818,216	60,967,149	57,310,916	20,886,977	36½	987,522,629
December, 1890.....	22	21,637,401	60,795,305	60,225,735	20,520,868	33¾	1,118,573,210
December, 1891.....	24	23,576,089	64,289,810	62,481,710	23,457,980	36½	1,139,599,555
December, 1892.....	26	24,745,502	68,285,730	70,670,184	21,564,501	31½	1,231,571,903
December, 1893.....	26	25,586,900	54,869,102	57,093,800	21,746,545	39½	1,139,014,291
December, 1894.....	26	24,590,823	67,801,204	62,960,521	27,302,272	40¼	1,127,702,906
December, 1895.....	25	24,171,278	68,141,388	67,810,170	22,842,742	33½	1,244,323,653

TRUST COMPANY STATEMENTS. DECEMBER, 1895.

Number of Companies.....	4
Capital and Surplus.....	\$ 6,226,188
Deposits and Due Banks.....	8,260,177
Loans and Bonds.....	11,884,751
Cash and Exchange.....	2,208,462
Ratio of Cash to Deposits, 26½%.	

POPULATION OF ST. LOUIS.

Area 62½ Square Miles.

1820	4,928	1859	185,587
1828	5,000	1868	204,327
1830	5,862	1870—United States Census	310,864
1833	6,397	1880 — " "	350,522
1835	8,316	1885—Estimate	400,000
1837	12,040	1888 — "	450,000
1840	16,469	1890—United States Census	451,770
1844	34,140	1892—Estimate	542,922
1850	74,459	1893 — "	574,569
1852	94,000	1894—Directory Estimate	596,157
1856	125,200	1895 — " "	603,837

AMOUNT OF REAL ESTATE AND PERSONAL
PROPERTY

ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS. Real Estate.	CITY ST. LOUIS. Real & Personal.	RATE OF TAXATION.	
			Old Limits.	New Limits
1861	\$57,537,415	.....	2.40	....
1862	40,240,450	.....	2.57	....
1863	49,409,030	.....	2.42	....
1864	53,205,820	\$ 63,059,078	2.60	....
1865	73,960,700	87,625,534	2.76 $\frac{2}{3}$	....
1866	81,961,610	105,245,210	3.00	....
1867	88,625,600	112,907,660	2.95	....
1868	94,362,370	116,582,140	2.85	....
1869	113,626,410	138,523,480	2.85	....
1870	119,080,800	147,969,660	....	....
1871	123,833,950	158,272,430	2.80	....
1872	129,235,180	162,689,570	2.78	....
1873	149,144,400	180,278,950	2.76	....
1874	141,041,480	172,109,270	2.88.5	....
1875	131,141,020	166,999,660	3.48.5	....
1876	132,785,450	166,441,110	3.42.5	....
1877	148,012,750	181,345,560	2.80	....
1878	140,976,540	172,829,980	2.60	1.35
1879	136,071,670	163,813,920	2.60	1.35
1880	135,824,980	160,493,000	2.60	1.35
1881	139,897,470	167,364,230	2.60	1.35
1882	161,679,250	191,948,450	2.58	1.33
1883	163,479,060	192,563,640	2.55	1.30
1884	178,596,650	210,124,370	2.55	1.30
1885	177,857,240	207,910,350	2.55	1.30
1886	187,291,540	218,271,260	2.55	1.30
1887	184,815,560	217,142,320	2.50	1.30
1888	195,978,250	227,769,980	2.30	1.70
1889	196,185,840	230,338,810	2.20	1.60
1890	214,971,060	248,827,830	2.20	1.60
1891	215,333,980	255,113,690	2.20	1.80
1892	243,239,140	284,518,550	2.05	1.60
1893	242,737,430	287,826,420	2.05	1.67
1894	270,288,800	315,292,560	2.05	1.67
1895	286,098,900	330,486,640	2.05	1.67

Old Limits—City Tax, \$1.40; State, 35c.; School, 40c.....\$2.05
 New Limits— " 1.00; " 25c.; " 42c..... 1.67

For the year 1895 the levy was \$2.05 on the \$100 for all property in the new limits situated between Gravois avenue, Tholozon avenue and Pernod road on the south, new city limits on the west, Florissant avenue, Bircher street and Survey 281 on the north, and old city limits on the east.

BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS
IN THE CITY OF ST. LOUIS DURING THE YEAR 1895.

Prepared by J. HARRY RANDALL, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

Months.	No.	New Brick Buildings.	No.	New Frame Buildings.	Additions and Alterations. Brick and Frame Blds.	Total
January.....	143	\$ 552,696	39	\$ 14,975	\$19,330	\$ 587,001
February	261	522,750	35	10,900	20,765	554,415
March	336	1,312,029	73	31,920	77,485	1,421,432
April	341	1,389,810	101	30,344	36,670	1,456,824
May	99	928,537	34	186,445	50,172	1,165,154
June	230	1,107,700	64	30,408	67,383	1,205,491
July	247	966,296	89	53,689	81,781	1,101,765
August	299	2,423,593	78	31,666	42,431	2,749,055
September	256	660,081	93	45,120	20,918	726,119
October	239	844,650	88	41,885	29,714	916,249
November	203	1,988,865	48	24,110	15,360	2,028,335
December	158	693,563	38	15,290	11,720	730,573
Totals	2862	\$13,390,570	780	\$516,761	\$473,729	\$14,381,060

BUILDING PERMITS ISSUED FOR TWENTY
YEARS.

	Brick and Stone Buildings.	Frame Buildings.	Total Buildings.	Cost.
1895	2,862	780	3,642	\$14,381,060
1894	2,977	876	3,853	11,844,700
1893	2,748	1,089	3,837	12,857,667
1892	3,496	1,286	4,782	16,976,978
1891	2,976	1,459	4,435	13,259,950
1890	2,665	1,329	3,994	13,652,700
1889	2,453	1,091	3,544	9,765,700
1888	2,145	841	2,986	8,029,501
1887	1,842	648	2,490	8,162,914
1886	1,733	491	2,224	7,030,819
1885	2,160	510	2,670	7,376,519
1884	1,989	620	2,609	7,316,685
1883	1,881	520	2,401	7,123,878
1882	1,646	715	2,361	5,010,554
1881 .....	.....	.....	1,966	4,448,552
1880	1,507	347	1,854	3,790,650
1879	1,430	534	1,964	3,821,650
1878	1,318	369	1,687	2,579,772
1877	1,677	438	2,115	3,229,726

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. LON V. STEPHENS,
STATE TREASURER, JANUARY 1, 1896.

Total assessed valuation of real and personal property in Missouri for the year 1895	\$ 930,658,225
Railroad, Bridge and Telegraph Companies	74,441,544
Merchants and Manufacturers	51,932,923
Total	\$1,057,032,692

(Rate of taxation for State purposes 25 cents on the \$100 valuation.)

Balance in Treasury January 1, 1895	\$ 719,725 43
Amount of receipts into the State Treasury for the year ending December 31, 1895	3,805,977 49
Amount disbursed during the year 1895 (including amount used for retiring bonds)	4,191,688 77
Balance in Treasury December 31, 1895	334,014 15

The bonded debt of the State was reduced five hundred and eighty-two thousand dollars in the year 1895.

STATE BOND DEBT, JANUARY 1, 1896.

348 6 per cent. Hannibal & St. Joseph R. R. Bonds, due in '96 and '97	\$ 348,000
1013 3½ per cent. 5-20 refunding bonds, due March 1, 1907	1,013,000
436 3½ per cent. 5-20 refunding bonds, due July 1, 1907	436,000
700 3½ per cent. 5-20 refunding bonds, due October 1, 1907	700,000
2937 3½ per cent. 5-20 refunding bonds, due January 1, 1908	2,937,000

Total amount outstanding bonds \$5,434,000

The State has an option to redeem any part or all of the 3½ per cent. bonds at any time.

State bonds and interest coupons are paid at maturity at the American Exchange National Bank, New York, fiscal agent for the State of Missouri.

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.	\$2,909,000
School certificates, 5 per cent.	231,000
	\$3,140,000
Seminary certificates, 6 per cent.	\$122,000
Seminary certificates, 5 per cent.	437,000
Seminary certificates (University endowment) 5 per cent.	646,953
	\$1,205,953

FIRE RECORD FOR 1895.

As reported by Capt. CHAS. EVANS, Underwriters' Salvage Corps.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	INSURANCE.	LOSS.	INSURANCE.	LOSS.
January	\$291,676.00	\$26,275.89	\$100,500.00	\$ 14,442.31
February	361,038.59	29,248.86	769,188.50	37,914.58
March	268,051.05	57,047.48	342,162.69	137,686.04
April	105,189.14	39,336.21	119,301.04	30,727.28
May	231,286.36	4,741.52	30,042.21	4,282.61
June	192,177.00	8,986.75	142,171.50	14,070.96
July	131,851.00	8,984.67	83,898.88	24,636.38
August	87,754.37	6,169.34	63,678.08	18,787.14
September	328,829.64	13,443.62	270,776.20	37,418.70
October	203,145.00	13,330.02	343,750.00	28,671.62
November	191,470.00	24,656.06	216,735.75	118,818.86
December	109,000.00	12,631.50	285,945.85	67,370.30
Total	\$2,501,468.15	\$244,851.92	\$2,679,454.85	\$534,827.05

Total Insurance, \$5,181,017. Total Loss, \$779,678.97.

CLASSIFICATION OF BUILDINGS IN WHICH FIRES
OCCURRED.

6 Story Stone Fronts.....	2	2½ Story Brick.....	23
5 " " ".....	1	2 " ".....	372
4 " " ".....	4	1½ " ".....	3
3½ " " ".....	1	1 " ".....	56
3 " " ".....	22	2 Story Frame.....	110
2½ " " ".....	1	1½ " ".....	24
2 " " ".....	45	1 " ".....	164
10 Story Brick.....	1	Sheds.....	230
8 " ".....	2	Lumber Yards.....	9
7 " ".....	2	Awnings.....	10
6 " ".....	3	Railroad Cars.....	13
5 " ".....	14	Churches.....	5
4½ " ".....	0	Yards, Streets.....	18
4 " ".....	29	Boxes Straw.....	1
3½ " ".....	1	Iron Clad Buildings.....	2
3 " ".....	127	Elevators.....	2

NUMBER OF ALARMS.

	1895.	1894.		1895.	1894.
Box Alarms	1073	1033	Third Alarms	8	5
Still Alarms	472	385	Fourth Alarms ...	....	....
False Alarms	73	79	General Alarms ...	....	2
Second Alarms	14	9			
			Total Alarms ...	640	1513

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS
AND CONTENTS DURING TWENTY-TWO YEARS.

YEAR	No. of Fires & Alarms.	Amount of Insurance.	Am't of Losses to Insurance Companies.	Per- centage.
1874	222	\$2,214,133.00	\$ 503,927.00	27.75
1875	246	1,871,248.00	358,520.00	19.15
1876	301	2,161,890.00	401,147.00	18.55
1877	297	3,859,706.42	1,999,800.18	31.08
1878	293	2,057,346.00	372,186.67	18.09
1879	407	2,918,863.00	1,056,634.83	36.20
1880	461	3,398,819.08	1,111,725.34	32.70
1881	491	3,651,654.80	1,473,132.94	40.35
1882	582	5,429,954.36	1,282,421.65	21.22
1883	671	3,724,893.37	1,067,135.03	28.65
1884	737	4,850,511.52	1,281,860.60	26.42
1885	727	3,949,542.19	475,194.59	12.03
1886	827	4,294,175.00	1,325,483.30	30.86
1887	953	6,774,717.93	1,990,639.83	34.03
1888	802	4,134,079.42	752,887.12	18.21
1889	977	6,388,535.00	1,549,101.59	22.51
1890	1021	6,671,510.03	1,067,130.80	15.99
1891	1572	9,659,181.86	2,792,939.76	28.91
1892	1587	7,939,969.91	1,619,055.03	20.39
1893	1435	7,545,353.64	2,100,616.60	27.84
1894	1513	4,206,085.29	1,194,106.01	28.38
1895	1640	5,181,017.00	779,678.97	15.05

THE CLIMATE OF ST. LOUIS.

By Dr. H. C. Frankenfeld,

Local Forecast Official, United States Weather Bureau, St. Louis, Mo.

By the casual observer it might be inferred that, owing to the geographical location of St. Louis at about the center of the enormous basin between the great mountain ranges of the country, its climate would be characterized by marked extremes in nearly all its features; that in winter the coldest polar blasts would sweep unobstructed over it, and that in summer the sun's fiercest rays would be concentrated upon it with unceasing energy. A little sober reflection will serve to dispel these far from pleasant illusions, and show that the climate of St. Louis, when compared with those of other great commercial centers, will not in the least suffer by the comparison. This is true whether its climate is compared with those of other cities in the same latitude, with those of cities further north or south, or with those of seacoast cities. A climate is measured by its extremes, rather than by its means, and the extremes of St. Louis temperatures are no greater than those of other cities in the same latitude. They are less than those of cities further north, particularly in winter when the extremes are most marked and disagreeable. The differences are, of course, more marked than in cities further south, but for this more than adequate compensation is found in the fact that the temperatures of the latter are much higher, and from May to October, inclusive, the warm weather is practically unceasing, while in St. Louis periods of more than five successive days of abnormally warm weather are extremely rare.

The extremes of temperature are also greater in St. Louis than in cities near or on the seacoast, but the greater equability of the temperatures of the latter is counterbalanced by the drier air and clearer skies of St. Louis.

The discussion of temperature conditions may be dismissed with the brief statement that those of St. Louis are surpassed by those of few other large cities, and are much superior to those of many others. When we come to consider the clear skies and brilliant sunshine, St. Louis concedes the palm to none except a few favored spots far beyond the centers of commerce. The records of the present year may be consulted to show the extent to which the citizens of St. Louis are favored in the matter of sunshine. The amount of sunshine for the year was 69 per cent., or, in other words, the sun was obscured by clouds only in 31 hours out of every 100, a remarkable showing for a locality not situated in the arid or semi-arid

regions. The sunshine for May was 80 per cent., and that for September 82 per cent. There is a deficiency during November and December on account of frequent rains and snows, and cold, northeasterly winds, the heralds of the approaching winter. The amount of moisture in the atmosphere is another very important factor, and in this respect St. Louis is again fortunate. The average relative humidity is 67 per cent., which is about the amount most conducive to perfect health. Another advantage lies in the fact that this average amount is evenly maintained throughout the year. There are no widely different extremes at different seasons, the maximum amount being 72 per cent. in January, and the minimum 61 per cent. in April, an extreme range of only 11 per cent.

The precipitation in St. Louis is usually generous, the average annual amount for the past fifty-seven years being 41.08 inches. Of this amount 13.45 inches falls during April, May and June, when it is most needed for the growing vegetation.

The average number of days in each month with rain or snow to an appreciable amount is nine, but rarely does the rain or snow last throughout an entire day. Much of it is in the form of brief showers followed quickly by cool, sunshiny conditions.

The autumns are comparatively dry, but they are by far the most delightful months of the year, the bright, pleasant, sunshiny days, and the clear, cool and occasionally frosty nights, with the soft southerly winds, combining to produce a climatic perfection rarely met with in this or in any other country.

The following table shows at a glance the average climatic conditions at St. Louis for each month of the year, the data having been compiled from the record of twenty-five years' daily observations:

MONTH.	TEMPERATURE.			PER-CENTAGE.		Precipitation in inches.	NUMBER OF DAYS.				Prevailing Wind. Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Pre- cipitation.	
January.....	74	-22	31	72	52	2.25	11	11	9	9	N.W.
February.....	78	-8	35	72	52	3.01	9	9	10	10	N.W.
March.....	84	6	44	67	54	3.03	9	12	10	11	N.W.
April.....	89	22	57	62	50	3.63	10	12	8	10	S.E.
May.....	94	32	66	66	49	4.22	10	13	8	12	S.
June.....	99	44	75	69	49	4.65	9	15	6	12	S.
July.....	104	55	79	67	43	3.52	12	14	5	9	S.
August.....	106	52	77	66	38	2.42	14	13	4	8	S.
September.....	102	40	70	66	38	3.15	14	11	5	7	S.
October.....	90	24	58	65	37	2.38	15	10	6	7	S.
November.....	82	5	44	68	51	2.97	10	10	10	9	S.
December.....	74	-15	36	72	57	2.37	9	11	11	10	S.
Normals and Extremes...	106	-22	56	68	48	37.60	132	141	92	114	S.

TABLE SHOWING THE
MAXIMUM AND MINIMUM TEMPERATURES
RECORDED BY THE WEATHER BUREAU AT ST. LOUIS, MO., DURING
THE YEAR 1895.

1895.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	35	22	9	4	40	30	47	42	87	97	95	73	85	64	80	66	74	58	66	45	50	31	42	34
2	35	30	19	3	45	32	49	35	86	95	96	75	84	66	81	63	84	57	70	45	64	32	21	15
3	34	28	24	11	59	36	54	29	90	96	96	75	88	66	86	66	92	66	73	48	68	43	21	7
4	32	12	8	7	27	15	70	41	87	98	81	71	87	72	86	66	85	65	74	58	72	52	23	1
5	38	17	15	12	47	24	77	53	86	97	78	60	85	70	82	71	86	66	72	57	69	51	27	13
6	48	38	23	9	44	37	65	53	77	88	84	60	76	70	79	66	78	66	66	57	72	58	28	16
7	37	32	8	3	54	37	55	49	84	92	86	65	90	69	66	65	77	67	65	56	76	52	47	34
8	33	10	7	12	46	30	51	46	89	93	91	65	81	70	88	68	82	62	63	38	44	41	34	25
9	36	14	20	1	59	25	66	47	92	99	94	72	74	63	92	70	86	72	50	38	43	33	27	24
10	42	18	19	13	44	35	69	47	88	96	94	74	75	61	91	72	94	70	70	41	43	33	24	24
11	34	7	19	10	34	27	74	48	64	46	90	71	80	60	90	70	95	74	72	52	46	36	49	32
12	13	-8	20	9	48	30	77	61	64	46	84	68	77	68	91	74	94	76	90	32	48	32	35	39
13	24	7	21	11	42	34	72	52	58	51	87	68	66	69	93	70	84	68	74	42	45	38	38	30
14	34	15	28	17	28	21	67	46	59	40	89	70	91	70	90	72	88	68	73	49	51	43	32	20
15	34	20	25	14	27	21	67	47	50	43	86	72	91	66	93	73	94	68	63	46	45	33	45	27
16	39	26	32	16	34	21	56	48	58	43	87	69	96	70	93	74	80	70	74	46	52	43	36	35
17	43	26	41	21	54	25	57	39	64	46	82	65	92	77	93	75	94	72	64	45	61	36	59	53
18	64	35	39	29	61	39	64	41	79	48	77	67	94	74	89	73	95	76	76	47	63	46	57	50
19	45	38	33	26	46	39	70	46	63	51	76	67	85	70	78	66	94	75	51	42	44	30	90	44
20	60	36	49	23	44	29	79	53	59	47	81	64	91	73	72	62	94	75	66	33	31	19	47	39
21	62	31	42	37	48	30	81	58	64	43	86	67	90	72	82	58	92	71	75	43	53	38	42	36
22	36	27	43	28	57	35	68	45	68	50	88	67	89	75	87	64	92	72	58	48	43	33	56	36
23	26	20	48	35	68	42	78	53	76	53	88	71	78	66	91	68	65	51	50	34	37	32	61	44
24	27	22	61	38	75	45	85	56	76	54	89	68	82	69	82	72	77	52	54	37	39	32	61	42
25	35	12	57	46	60	51	78	61	76	55	94	72	89	67	82	68	87	65	65	44	38	33	43	35
26	19	4	56	38	59	40	73	55	70	58	83	65	90	68	88	70	79	69	77	46	24	16	41	28
27	14	4	70	45	81	48	74	55	78	51	82	66	84	65	94	75	67	53	58	48	45	21	50	22
28	13	7	67	54	73	50	80	50	90	63	80	66	78	66	89	78	73	53	45	33	46	30	52	34
29	24	10	...	...	85	59	86	67	90	71	85	65	79	68	90	73	59	45	44	21	47	35	32	30
30	13	4	...	...	83	64	89	65	93	72	73	66	80	68	84	71	60	42	47	30	40	34	33	22
31	20	8	...	...	70	59	...	...	94	73	...	...	77	60	79	70	...	52	30	...	...	28	20	...
Monthly Means	26	25	44	60	67	77	76	78	74	54	43	37												

CUSTOM HOUSE TRANSACTIONS.

Condensed Classification of Commodities imported into St. Louis, during the year ending December 31, 1895, showing foreign value and duty paid.

RICHARD DALTON, Surveyor of Customs.

Commodities.	Value.	Duty.
Ale and Beer.....	\$ 31,790	\$ 8,921.60
Anvils	17,114	4,446.00
Books and Printed Matter.....	5,420	832.43
Brick and Tiles.....	1,624	562.45
Barley	4,416	1,324.80
Brushes	9,362	3,276.70
Bone and Horn Manufactures.....	4,885	1,463.45
Carpets and Carpeting.....	26,774	9,688.12
Cement	133	33.58
Chemicals and Drugs.....	203,705	55,610.37
China and Earthenware.....	182,331	58,293.60
Corks and Manufactures of Cork.....	36,608	7,150.35
Cutlery	98,961	45,801.15
Fancy Goods	23,584	6,076.58
Fish	53,436	6,435.32
Free Goods	346,767	.....
Glass and Glassware.....	8,734	3,810.63
Guns and Firearms.....	97,211	30,144.40
Hops	26,041	8,758.24
Jewelry Merchandise	38,004	9,567.14
Lead	5,484	2,724.00
Marble	9,021	4,476.83
Manufactured Cotton	337,034	57,490.67
Manufactured Linen	124,719	44,073.89
Manufactured Iron	43,553	17,018.97
Manufactured Leather	10,422	2,455.29
Manufactured Metal	39,428	13,687.28
Manufactured Paper	26,187	6,867.71
Manufactured Silk	26,661	13,418.61
Manufactured Wood	13,326	3,315.90
Manufactured Wool	296,757	94,289.90
Musical Instruments	6,143	1,535.75
Nuts and Fruits.....	563	85.08
Oils	4,601	1,219.39
Paints and Colors.....	7,858	1,713.93
Granulated Rice	143,442	26,131.96
Rubber Goods	1,291	338.70
Seeds, etc.....	13,273	2,979.15
Sugar	44,837	17,995.73
Dressed Skins	10,800	2,160.00
Steel Wire	156,667	63,569.17
Tin and Terne Plate.....	47,782	26,342.17
Spirituuous Liquors	26,434	29,240.31
Tobaccos, Cigars, etc.....	310,160	350,786.22
Varnishes	370	92.50
Vegetables	11,798	3,114.93
Wine, Sparkling, etc.....	77,225	30,737.13
Window Glass	143,258	32,817.65
Miscellaneous Merchandise	6,132	1,682.28
Collections from all other sources.....	.....	95,112.26
Total	\$3,162,126	\$1,209,670.27

TRANSACTIONS AT THE CUSTOM HOUSE, ST. LOUIS.

General exhibit of merchandise brought into St. Louis in bond from below mentioned ports of entry, during year ending December 31, 1895, showing foreign values and duties paid thereon.

RICHARD DALTON, Surveyor of Customs.

	Value.	Duty.
New York	\$1,079,671	\$410,992.00
Baltimore	849,730	250,476.01
Newport News	803,149	281,259.60
Port Huron	5,058	2,023.20
Boston	43,853	17,545.20
New Orleans	125,375	50,151.20
Philadelphia	126,859	50,743.60
Portland	5,038	2,015.20
San Francisco	42,510	17,004.00
Detroit	13,609	5,443.60
Tacoma	46,319	18,527.60
Portal	1,197	478.80
Pensacola	19,745	7,898.00
Total	\$3,162,126	\$1,114,558.01

CUSTOMS WAREHOUSE TRANSACTIONS—PORT OF ST. LOUIS— DURING 1895.

MONTHS	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse December 31, 1894.....	\$165,437.00	\$186,925.40	.....	.....
January, 1895.....	19,033.00	23,815.20	\$28,975.00	\$27,645.00
February, 1895.....	24,170.00	23,972.20	12,349.00	13,190.60
March, 1895.....	19,432.00	19,179.79	26,875.00	23,361.82
April, 1895.....	26,331.00	24,452.47	21,339.00	21,118.91
May, 1895.....	25,790.00	22,093.08	15,619.00	15,185.56
June, 1895.....	35,024.00	22,776.83	37,089.00	25,397.49
July, 1895.....	70,309.00	59,475.59	33,855.00	27,431.68
August, 1895.....	28,075.00	22,096.52	30,878.00	24,992.26
September, 1895.....	54,036.00	49,185.04	35,958.00	27,210.60
October, 1895.....	16,770.00	15,185.15	33,062.00	29,651.78
November, 1895.....	23,020.00	29,493.23	25,621.00	25,071.89
December, 1895.....	21,364.00	20,017.72	15,447.00	12,052.94
Reduction of duty, etc....	.....	.....	.....	30,282.88
Withdrawn for transportation in bond.....	.....	.....	18,257.00	19,273.66
Total	\$528,791.00	\$518,668.22	\$335,324.00	\$321,870.07
In Warehouse December 31, 1895.....	.....	.....	\$193,467.00	\$196,798.15

**STATEMENT OF BUSINESS TRANSACTED AT THE
ST. LOUIS POST OFFICE DURING
1894 AND 1895.**

*James L. Carlisle, P. M.; W. H. Little, Assistant P. M.
Douglass Crothers, Private Secretary.*

FIRST OR FINANCIAL DIVISION.—*D. H. Hays, Cashier.*

*Comparative Statements of the Receipts and Disbursements of the St. Louis
Post-Office during Years ended December 31, 1894 and 1895.*

RECEIPTS.

	1895.	1894.
To Sale of Postage Stamps, etc.....	\$1,615,299.73	\$1,486,299.03
To Sales of Waste Paper, etc.....	703.78	731.58
To Box Rent.....	2,051.71	2,197.55
To Forfeited Key Deposits.....	157.15	.....
To Collection Drafts.....	93.26	78.27
To Auditor's Debits.....	2.29	.....
Total	\$1,618,307.97	\$1,489,306.43
Total Receipts 1895.....	\$1,618,212.42	
Total Receipts 1894.....	1,429,078.25	
Increase	\$189,134.17	Viz. 13 per ct.
Net Revenue to P. O. Dep't. 1895....	\$1,008,895.81	
Net Revenue to P. O. Dep't. 1894....	921,281.38	
Increase	\$87,614.43	Viz. 9½ per ct.

DISBURSEMENTS.

	1895.	1894.
By Salary of Postmaster.....	\$ 6,000.00	\$ 6,000.00
By Special Delivery Messengers' Pay Roll	3,421.44	3,047.20
By Clerks' Pay Roll.....	277,054.69	257,666.38
By Rent of Stations.....	4,431.90	2,580.00
By Light of Stations.....	139.20	137.54
By Fuel of Stations.....	113.70	138.07
By Transfer Drafts Paid.....	187,166.41	202,158.62
By Advertised Letter List.....	481.81	766.43
By Office Furniture.....	.....	14.00
By Stationery	54.74	.....
By General Expenses.....	2,697.11	3,149.27
By Railway Postal Clerks' Pay Roll....	297,354.36	275,424.83
By General Expense, R. M. S.....	17,778.69	11,066.29
By Free Delivery Service Expense.....	314,912.65	294,447.89
By Transfers from Postal to M. O. Acc't.	29,400.00	19,500.00
By Collection Drafts returned to Dep't..	78.50	.....
By Collection Drafts on hand.....	.....	78.27
By Deposits with Ass't U. S. Treasurer to credit of P. O. Department.....	477,196.35	413,131.64
By Loss by Burglary at Station "D."....	26.41	.....
Total	\$1,618,307.97	\$1,489,306.43

SECOND DIVISION.
DISTRIBUTION AND DISPATCH OF MAILS.
T. B. ROBERTSON, JR., Supt.

	1895. Lbs.	1894. Lbs.	Increase. Lbs.
First class mail matter:			
Letters originating at St. Louis.	1,435,447	1,170,160	265,278
Postal Cards originating at St. Louis	73,265	65,924	7,341
Second class mail matter:			
Newspapers and periodicals to regular subscribers, originating at St. Louis.....	17,074,559	15,840,783	1,233,776
Third class and transient newspapers:			
Price Currents, Circulars, Books, etc., originating at St. Louis..	4,502,985	3,672,540	830,445
Fourth class mail matter, Merchandise originating at St. Louis....	1,838,437	1,330,455	507,982
Totals in pounds.....	24,924,693	22,079,871	2,844,822

**MATTER RECEIVED FROM POSTAL ROUTES AND OTHER POST OFFICES
FOR DISTRIBUTION AND DISPATCH.**

Letters, Postal Cards and Circulars.	31,465	36,678	*5,213
Papers and Merchandise.....	194,632	156,572	38,060
Totals in pounds.....	226,097	193,250	32,847
Grand Totals in pounds.....	25,150,790	22,731,121	2,877,669
Total number pieces handled.....	197,419,997	177,239,964	20,180,033

The above statement has reference to outgoing mails only.

*Indicates decrease.

THIRD DIVISION.

CITY DELIVERY.

Comparative Statement of Business of 1894 and 1895.

WILLIAM HYDE, Superintendent.

	1895. Lbs.	1894. Lbs.	Increase Lbs.
First class matter:			
Originating at St. Louis.....	390,240	379,425	10,815
Postal Cards originating at St. Louis..	61,721	70,452	*8,731
Letters and Postal Cards from outside sources	1,269,005	1,243,531	25,447
Newspapers and Periodicals to regular subscribers:			
Originating at St. Louis.....	138,671	130,802	7,869
Third and fourth class matter and transient Newspapers, Price Currents, Circulars, Books, etc., originating at St. Louis	341,830	330,939	10,891
Second, third and fourth class matter from outside sources.....	4,209,812	4,043,933	165,879
Total in pounds.....	6,411,279	6,199,082	212,197
Total number pieces handled.....	133,154,929	129,101,264	4,053,665

*Indicates decrease.

FOURTH DIVISION.

RECEIPTS AND DISPATCHES OF REGISTRATION MAILS.

COMPARATIVE STATEMENT OF BUSINESS TRANSACTED DURING 1894
AND 1895.*GEO. B. STROUP, Superintendent.*

	1894.	1895.	Increase.	Decrease.
Letters registered with fee pre-paid	90,138	94,923	4,785	.....
Parcels registered with fee pre-paid	44,875	46,249	1,374	.....
Registered letters received for delivery.....	271,316	262,039	.....	9,277
Fourth class parcels.....	14,330	19,030	4,700	.....
Reg. letters and parcels received for dispatch.....	3,496	16,710	13,214	.....
Registered packages, St. Louis Mo.	235,459	232,173	.....	3,286
Registered packages received in transit	693,028	692,567	.....	461
R. P. E.'s made up and dispatched.	123,164	137,078	13,914	.....
Through reg. pouches and inner sacks received.....	43,685	45,453	1,768	.....
Through reg. pouches and inner sacks dispatched.....	43,003	44,308	1,305	.....
Through reg. pouches and inner sacks received in transit.....	364	846	482	.....
Official letters and parcels registered free.....	41,485	40,550	.....	935
Total transactions.....	1,604,343	1,631,926	41,542	13,959

FIFTH DIVISION.

ISSUING AND PAYMENT OF MONEY ORDERS—COMPARATIVE STATEMENT OF BUSINESS TRANSACTED DURING 1894 AND 1895.

P. G. LINCHEY, Superintendent.

PAID.	1894.		1895.		INCREASE.		DECREASE.	
	NO.	AMOUNT.	NO.	AMOUNT.	NO.	AMOUNT.	NO.	AMOUNT.
Domestic Orders.....	529,461	\$3,977,751.24	710,512	\$4,718,551.09				
International Orders.....	4,432	88,726.51	4,229	84,512.10				
Total	533,893	\$4,066,477.75	714,741	\$4,803,063.19	180,848	\$736,585.44		
ISSUED.								
Domestic Orders.....	85,874	\$898,885.24	119,127	\$1,053,034.61				
International Orders.....	10,607	165,845.66	10,799	166,382.10				
Total	96,481	\$1,064,730.90	129,926	\$1,219,416.71	33,445	\$154,685.81		
Remittances received from Depository Offices	27,938	\$3,518,218.34	29,708	\$3,591,750.67	1,770	\$73,532.33		
Remittances sent from our Office to New York	88	\$292,900.00	18	\$100,200.00			70	\$192,700.00
Total transportations.....	658,400	\$8,942,326.99	874,393	\$9,714,430.57	216,063	\$964,803.58	70	\$192,700.00

U. S. INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.
CHAS. SPECK, Collector.

	1889.	1890.	1891.	1892.	1893.	1894.	1895.
Lists (penalties, etc.).....	\$ 1,298.61	\$ 4,845.56	\$ 14,061.60	\$ 11,916.88	\$ 19,070.21	\$ 5,713.35	\$ 7,280.62
Spirits Stamps.....	1,385,448.50	1,600,144.20	1,909,255.00	*3,346,848.90	2,005,542.90	2,004,124.40	1,132,100.64
Tobacco Stamps.....	3,597,173.39	4,196,214.24	3,023,120.34	3,461,643.21	3,027,938.87	3,425,846.73	3,448,578.60
Cigar and Cigarette Stamps.....	144,199.95	154,122.15	159,824.95	170,953.13	161,461.37	154,846.23	160,217.33
Snuff Stamps.....	3,147.76	2,547.44	1,900.14	1,844.40	1,648.02	1,608.42	1,434.66
Beer Stamps.....	1,487,604.45	1,715,969.37	1,674,723.69	1,814,340.00	1,916,466.65	1,820,800.07	1,820,927.25
Special Tax Stamps.....	148,353.12	154,454.80	164,304.76	162,605.25	169,674.98	148,349.11	134,484.34
Oleomargarine Stamps.....	.....	215.38	.....	.....	.....	.....	.....
Playing Cards.....	.....	.....	.....	.....	.....	.....	.....
Total	\$6,767,225.78	\$7,828,513.14	\$6,947,190.48	\$8,970,201.77	\$7,301,803.00	\$7,568,218.73	\$6,705,575.72

*One distillery closed under trust arrangement.

†No oleo factories here, the collections made were on illicit goods seized at this point and released under compromise.

‡August 28, 1894.

BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1895

AND COMPARISON WITH PREVIOUS YEARS.

AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER
AT ST. LOUIS DURING 1895,
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARON-
DELET.

BY	CARR.	TONS.	TOTAL TONS.
The St. Louis Bridge.....	85,483	1,011,299	
" " By Wagon.....		343,141	1,354,440
Merchants' Bridge.....	44,704		497,986
The Wiggins Ferry.....	17,784	355,680	
" " By Wagon.....		398,623	749,303
The Carondelet Ferry.....			184,280
The Louisville, Evansville & St. Louis Ferry.....			1,068
The Madison County Ferry.....			38,000
Total Tons West to East during 1895.....			2,825,077
" " " " 1894.....			2,690,222
" " " " 1893.....			2,818,669
" " " " 1892.....			2,942,394
" " " " 1891.....			3,007,359
" " " " 1890.....			2,735,595
" " " " 1889.....			2,144,524
" " " " 1888.....			2,104,140
" " " " 1887.....			1,729,481
" " " " 1886.....			1,628,530

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST.
LOUIS.

BY	CARR.	TONS.	TOTAL TONS.
The St. Louis Bridge.....	124,746	2,240,805	
" " By Wagon.....		686,282	2,927,087
Merchants' Bridge.....	52,925		863,655
The Wiggins Ferry.....	51,519	1,080,380	
" " By Wagon.....		475,428	1,505,808
The Carondelet Ferry.....			273,332
The Louisville, Evansville and St. Louis Ferry.....			18,000
The Madison County Ferry.....			40,000
Total Tons East to West during 1895.....			5,627,862
" " " " 1894.....			4,873,742
" " " " 1893.....			5,291,175
" " " " 1892.....			5,289,810
" " " " 1891.....			5,820,766
" " " " 1890.....			4,897,358
" " " " 1889.....			4,481,842
" " " " 1888.....			4,226,761
" " " " 1887.....			4,474,531
" " " " 1886.....			4,068,165
Total both Ways 1895.....			8,452,959
" " " " 1894.....			7,563,964
" " " " 1893.....			8,109,844
" " " " 1892.....			8,232,196
" " " " 1891.....			8,828,125
" " " " 1890.....			7,632,953
" " " " 1889.....			6,626,366
" " " " 1888.....			6,360,901

STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY
EACH RAILROAD AND RIVER FOR FOUR YEARS.

ROUTE.	1895.	1894.	1893.	1892.
Chicago & Alton R. R. (Mo. Div.).....	101,883	71,139	86,128	126,487
Missouri Pacific R. R.....	644,690	623,513	798,934	1,157,504
St. Louis & San Francisco R. R.....	417,069	432,179	494,491	551,141
Wabash Railway (West).....	328,692	313,920	384,107	426,645
St. Louis, Kansas City & Colorado R. R.	73,233	83,345	57,320	56,114
Missouri, Kansas & Texas R. R.....	267,114	257,362	.....	.....
St. Louis, Iron Mountain & Southern R. R.....	925,483	809,905	1,013,463	1,105,857
St. L., A. & T. H. R. R. (Cairo Short Line).....	962,194	862,542	1,003,918	946,547
Louisville & Nashville R. R.....	888,323	543,016	490,478	556,788
Mobile & Ohio R. R.....	486,761	368,693	496,385	594,947
Louisville, Evansville & St. Louis R. R.....	400,001	528,484	607,135	466,515
Baltimore & Ohio Southwestern R. R.....	701,730	632,826	725,062	693,179
Chicago, Alton & St. Louis (Main Line).....	194,439	172,739	148,999	253,785
Cleveland, Cincinnati, Chicago & St. L. R. R.	542,805	526,413	506,324	532,160
Terre Haute & Ind. R. R. (Vandalia Line)...	608,370	726,466	808,095	891,285
Wabash Railroad (East).....	763,129	719,850	773,232	900,004
Toledo, St. Louis & Kansas City R. R.....	341,814	348,643	416,729	416,345
Chicago, Peoria & St. Louis R. R.....	354,734	262,453	240,183	273,198
Chicago, Burlington & Quincy R. R.....	232,020	362,758	430,469	374,911
St. Louis, Keokuk & N. W. R. R.....	417,709	484,709	561,800	598,804
St. Louis, Chicago & St. Paul R. R.....	68,559	22,389	.....	.....
Wabash Railway (Iowa Branch).....	46,216	71,505	49,553	53,847
St. Louis & Eastern Ry.....	494,879	288,061	335,204	252,942
St. Louis, Belleville & Southern Ry.....	27,497	.....	.....	.....
Upper Mississippi River.....	78,170	111,400	111,710	135,435
Lower Mississippi River.....	239,090	219,195	216,300	212,545
Illinois River.....	30,600	41,380	50,605	49,520
Missouri River.....	3,270	5,480	8,000	13,065
Ohio River.....	35,440	35,375	33,490	96,930
Cumberland and Tennessee Rivers.....	23,573	42,345	52,790	49,485
Upper Mississippi River by rafts.....	98,685	128,335	126,510	130,220
Total in Tons.....	10,998,174	10,096,420	11,007,444	11,916,295
Total by Rail.....	10,489,344	9,512,910	10,408,039	11,229,005
Total by River.....	508,830	583,510	599,405	687,290

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS
BY EACH RAILROAD AND RIVER FOR FOUR YEARS.

ROUTE.	1895.	1894.	1893.	1892.
Chicago & Alton R. R. (Mo. Div.).....	49,699	51,034	66,884	103,077
Missouri Pacific R. R.	504,231	378,063	449,296	645,890
St. Louis & San Francisco R. R.	363,316	379,336	414,832	409,298
Wabash Railway (West).....	325,650	281,996	382,021	432,581
St. Louis, Kansas City & Colorado R. R.	7,138	11,658	14,126	9,412
Missouri, Kansas & Texas R. R.	177,022	113,141	.....	.....
St. Louis, Iron Mountain & Southern R. R.	483,978	411,754	525,149	620,671
St. L., A. & T. H. R. R. (Cairo Short Line).....	269,562	227,600	246,704	290,696
Louisville & Nashville R. R.	202,232	226,585	270,208	268,960
Mobile & Ohio R. R.	182,007	167,103	131,765	149,473
Louisville, Evansville & St. Louis R. R.	124,089	165,122	182,043	104,968
Baltimore & Ohio Southwestern R. R.	241,225	187,840	148,216	167,942
Chicago, Alton & St. Louis (Main Line).....	273,310	249,389	247,448	315,786
Cleveland, Cincinnati, Chicago & St. Louis.....	295,019	266,918	321,429	307,671
Terre Haute & Ind. R. R. (Vandalia).....	300,413	348,663	383,328	421,819
Wabash Railway (East).....	422,421	393,021	490,353	524,439
Toledo, St. Louis & Kansas City R. R.	232,026	191,921	251,899	315,539
Chicago, Peoria & St. Louis R. R.	146,101	103,934	127,974	98,403
Chicago, Burlington & Quincy R. R.	268,000	223,019	275,797	255,720
St. Louis, Keokuk & Northwestern R. R.	370,844	339,597	550,289	451,117
St. Louis, Chicago & St. Paul R. R.	33,040	12,219	.....	.....
Wabash Railway (Iowa Branch)....	65,398	46,497	66,606	72,321
St. Louis & Eastern Railway.....	8,707	3,849	8,237	4,081
St. Louis, Belleville & Southern Railway.....	3,899	.....	.....	.....
Upper Mississippi River.....	30,780	52,190	54,230	51,595
Lower Mississippi River.....	241,155	281,639	342,786	302,635
Illinois River.....	7,040	4,495	5,785	7,755
Missouri River.....	5,505	4,075	12,775	29,455
Ohio River.....	.....	.....	.....	1,000
Cumberland and Tennessee Rivers.....	17,535	16,535	21,325	19,665
Red, White and Ouachita Rivers.....	1,340	4,150	.....	110
Total in Tons.....	5,652,682	5,143,336	5,991,493	6,471,969
Total by Rail	5,349,327	4,780,256	5,554,493	5,969,754
Total by River.....	303,355	363,080	436,900	502,215

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1895. Bushels.	1894. Bushels.	1893. Bushels.	1892. Bushels.
Baltimore & Ohio S. W. R. R.....	11,874,775	11,938,975	14,066,825	12,680,925
Chicago, Alton & St. L. "	141,075	273,875	273,975	1,150,525
O., C., C. & St. Louis "	4,738,575	5,343,850	5,255,275	4,798,700
St. Louis and Iron M'n "	105,725	46,850	47,950	123,800
St. L., Vandalia & T. H. "	8,858,750	7,613,500	10,079,400	11,183,375
Cairo Short Line "	15,411,650	14,551,975	14,180,100	12,671,425
Wabash "	9,087,325	7,471,800	7,050,650	7,236,900
Louisville & Nashville "	8,671,425	6,478,100	8,138,925	6,914,407
L. E. & St. Louis "	6,665,250	5,652,950	7,979,175	9,222,135
Mobile & Ohio "	3,309,800	2,257,300	4,645,025	4,195,061
Toledo, St. L. & K. C. "	1,828,510	3,732,800	4,937,500	1,711,875
Chicago, Peoria & St. L. "	4,265,625	1,889,325	3,039,050	2,470,050
Missouri Pacific "	15,975	73,525	4,350	121,425
St. L. & San Francisco "	24,975	22,700	10,675	5,150
St. Louis & Eastern "	12,267,075	6,755,000	7,834,875	5,502,800
St. Louis, Chicago & St. Paul.....	550	26,415	.....	.....
St. Louis, Belleville & Southern.....	653,250	.....	.....	.....
From Ohio River.....	469,625	665,625	579,500	2,138,675
Total.....	88,589,985	74,644,375	88,143,851	82,302,223

NOTE.—Receipts of Anthracite Coal included in above receipts: 1887, 131,000 tons

1888, 136,290 " "
 1889, 121,530 " "
 1890, 124,335 " "
 1891, 139,050 " "
 1892, 187,327 " "
 1893, 173,653 " "
 1894, 186,494 " "
 1895, 207,784 " "

Receipts of Coke 1879, 4,173,500 bushels, of 40 lbs.

" " 1880, 9,547,100 " "
 " " 1881, 12,860,700 " "
 " " 1882, 10,086,600 " "
 " " 1883, 6,956,500 " "
 " " 1884, 3,190,150 " "
 " " 1885, 3,500,000 " "
 " " 1886, 5,463,950 " "
 " " 1887, 9,584,350 " "
 " " 1888, 6,737,550 " "
 " " 1889, 8,646,200 " "
 " " 1890, 9,919,850 " "
 " " 1891, 6,924,250 " "
 " " 1892, 8,914,400 " "
 " " 1893, 7,807,000 " "
 " " 1894, 6,385,900 " "
 " " 1895, 7,130,300 " "

Not included in receipts of Coal.

PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST ST. LOUIS TO NEW YORK, DURING 1895.

DATE.	Grain and Mill Feed. Per 100 lbs.	*Meats. Per 100 lbs.	Flour. Per bbl.	Compressed Cotton. Per 100 lbs.
Jan. 1st to Feb. 4th.....	29	35	58	30
Feb 5th to Dec. 31st.....	23	35	46	30

*Meats in bulk 4 to 5 cents per 100 lbs. higher.

Rate on Cotton to Boston 5 cents higher than N. Y. rate.

ON OTHER FREIGHT.

To Boston.....3 cents higher than N. Y. rate.
To Philadelphia.....2 cents lower than N. Y. rate.
To Baltimore.....3 cents lower than N. Y. rate.

Rate on grain from St Louis Elevators 1½ cents per 100 pounds more than East St. Louis rate. Rate on other freight from 1½ cents to 2 cents per 100 pounds.

Rate on other heavy freight from St. Louis 2 to 5 cents per 100 pounds more than East St. Louis rate.

ALL-RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS TO SOUTHERN CITIES DURING 1895.

ARTICLES.	January 1, 1895, to December 31, 1895.		
	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel.....	30	45	45
Pork per barrel.....	55	82	82
Grain per 100 lbs.....	12	20	20
Meat packed, per 100 lbs.....	18	30	30
Meat loose, per 100 lbs.....	18	30	30
Hay per 100 lbs.....	12	20	20

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs. cts.		Per 100 lbs. cts.
1895.....	23.57	1887.....	32½
1894.....	24.73	1886.....	29
1893.....	23.50	1885.....	22½
1892 On Grain.....	26.62	1884.....	26
1891 On Wheat.....	29	1883.....	33
1891 On Corn.....	28½	1882.....	29½
1890 On Wheat.....	27½	1881.....	32
1890 On Corn.....	23½	1880.....	42
1889 Except Corn.....	28½	1879.....	33½
1889 On Corn.....	26	1878.....	38
1888.....	29½	1877.....	41

RAIL TRANSPORTATION.

. By J. S. Leeds,

Traffic Manager Business Men's League and Secretary Merchants' Exchange
Transportation Committee.

The importance of railroad transportation to the commerce of the City of St. Louis is evidenced by the fact that over 92 per cent. of the movement of all of the commerce of the city, exclusive of bituminous coal (which moves almost wholly by rail) is performed by the railroads serving the city. This, coupled with the further fact that the transportation expense in its effect upon the scope of the trade of a city, whether in jobbing or manufacturing business, cuts more of a figure than any other one element in the transaction of the business enhances the importance of giving strict attention to that branch of the general service.

In reviewing the business of the year, by issuing an annual statement or report, it is customary to direct attention to various conditions which exist, with reference to the subject under treatment, in order that advantage may be taken of those which are favorable, as well as that necessary steps may be taken to overcome as far as may be any adverse conditions. No attempt will be made in the limited scope of this article to deal with statistics or details.

There have been but few changes of an individual character within the past year which can be referred to as producing any material change or effect in the commercial status of St. Louis, so far as the element of railroad transportation goes. Some improvements have been inaugurated in the passenger and mail service,—mostly westward. Otherwise we might reiterate the report of last year as to the literal or physical situation. The year has not been characterized by any activity in railroad construction tributary to St. Louis, either by new roads or extensions of those already existing. This, however, is not alone applicable to the section of country tributary to St. Louis, but is true of the whole country, and from causes which are general in effect and applicable to all branches of industry. Indications, however, now point to an early resumption of more activity in that line, and that St. Louis will receive at least its due share of attention.

In the territory north and west of St. Louis, as a general proposition, our interests are equitably taken care of by the railroads serving this market in that direction, and such will doubtless continue to be the case in the future, if we may accept as an indication of their intent the ample facilities which have been acquired and are con-

stantly being provided by those roads. With the proper attention and necessary vigor there should be no insurmountable difficulty in securing for this market a fair share of the trade in that district, and at the same time be assured of the co-operation and service commensurate with the volume of business to be moved.

The service east of the Mississippi and north of the Ohio River is as good and as ample as may be reasonably desired as to the movement of traffic, with the exception of the transfer between St. Louis and East St. Louis, which, no doubt, could be materially improved by the enforcement of more arbitrary rules as to the loading and unloading of cars, and the general disposition of traffic otherwise. The present method has the effect of keeping the tracks and facilities, especially on the east bank of the river, in a state of more or less congestion. Efforts are being made to secure the adoption of rigid car service rules and other reforms on the east side of the river, which it is to be regretted, have as yet produced no very material result. This state of affairs, coupled with what is commonly termed "the bridge arbitrary," serves as a handicap to that extent against the trade of this city, with Illinois and Indiana, as well as Eastern markets.

Some changes in the adjustment of tariffs in Illinois have taken place in the past year, but the basis of rates as between St. Louis and competitive markets, remains relatively the same as they were a year ago, and it is not likely that any material change will take place in that respect while the east bank of the Mississippi River remains the basing line for rate making purposes, for both Eastern and Western roads.

While we may consider the territory above referred to as reasonably well provided with transportation facilities, that embraced within the section lying south of the Missouri River in Missouri, the States of Arkansas, Louisiana and Texas, and Territory of Oklahoma, contains large areas of territory undeveloped and unprovided with railroad facilities and yet susceptible of a high state of development and capable of sustaining a largely increased population, producing a vast traffic for railroads and a trade of immense volume. Within the limits of this territory there are, in various stages of organization, railroad enterprises,—some new, others extensions of roads already existing, a majority of which have St. Louis, either directly or through connections, as a principal objective point. It is to that large developing territory St. Louis should look for a largely increased future business, and should take a deep interest in every railroad enterprise which seeks to enter it, that it is developed in the interest of this city, as nature intends it shall be.

The territory south of the Ohio and east of the Mississippi River is one to which St. Louis has direct all-rail connection and facilities for reaching it, as to service in a measure not enjoyed by any other city north of the Ohio River. But St. Louis, in common with other markets north of that river, labors under a double discrimination (if it may be so termed) in reaching that section in what are commonly known as Ohio River differentials; also in what appears to be

an unreasonable preference in favor of the East, in the adjustment of North Atlantic seaboard tariffs, both of which are especially severe as against manufactured goods produced in the upper Mississippi Valley. Many attempts have been made to secure a readjustment of these rates, and it is the purpose to continue our efforts to that end. An equitable adjustment of the figures in question will redound more largely to the benefit of St. Louis than any other market, because of its closer proximity and natural location for the trade of a larger portion of the district in question, especially that lying west of Nashville, Decatur, Birmingham, and Montgomery; in fact, by mileage we are as near to the trade of the State of Mississippi as we are to that of Arkansas, by the Iron Mountain Railway.

It would therefore appear to be desirable to give especial attention to the extension of the trade of this city in that direction. The country is rich in resources for profitable trade, and in the matter of raw materials for manufacturing and building purposes, especially wood, iron and stone, and is only slightly developed. It possesses many elements to invite immigration and capital, which are apparently rapidly becoming recognized, and certainly gives promise of becoming a rich field for the business enterprise of St. Louis for the future.

A railroad which would be the unqualified advocate of the interests of St. Louis, extending from this city to the South Atlantic seaboard, as far east, at least, as Savannah, Ga., would operate as a very strong factor in guarding the interests of this market against encroachments of other markets in the territory west of such a line, as well as hold a larger share of what is commonly known as Southeastern trade to, from and through St. Louis. It could, and doubtless would be used to make this city a basing point for rate making for the traffic to and from the West and Northwest, instead of Ohio River crossings, as at present. This would enhance our grain market, and largely add to the packing-house interests at this point, and place us in closer touch with the iron interests of the Southern country. It would also result in fitting the railroads serving the market and that territory to changed conditions, which exist in consequence of the upbuilding of the extensive manufacturing industries of the Mississippi Valley and the West, which did not exist when the tariff bases now in use were promulgated. The present rate adjustment to and from the South and Southeast has outlived its day of usefulness to the railroads serving this market, and the territory north of the Ohio and west of the Mississippi River, with emphasis on St. Louis. They must eventually be changed and so adjusted as to best meet the requirements of the trade to be served, when the superior advantages of St. Louis will assert themselves, and should naturally give to the city a much larger share of the trade than at present.

Following the opening up of the new Union Station and the completion of the necessary facilities for its use, and coupled with a season of more or less general business depression, the past year has not witnessed any very marked additions or improvements in the in-

ternal or terminal facilities of the railroads within the borders of the city, beyond the completion of such things as may have been in progress, or meeting the ordinary requirements of the traffic. The facilities, however, are sufficient for present needs, and the disposition of the roads appears to be to keep them so. Much property suitable for such purposes has been acquired by the Terminal Association and the individual railroads serving St. Louis, on both banks of the river, to be called into requisition as their needs require it. Large sums of money have been expended in that direction, which demonstrates their confidence in the near future as to the growing trade of the city, as well as their intention to keep pace with it.

The organization of the Joint Traffic Association, composed of the Eastern Trunk lines and their Western connections up to the Mississippi River, can only be touched upon by conjecture as to its effect on the market of St. Louis. There is, however, no reasonable doubt but what St. Louis has more to gain than lose, as against its principal competitors in trade, if the new organization results in a rigid maintenance of tariff rates.

IMPROVEMENT OF WESTERN RIVERS.

The City of St. Louis, through the Merchants' Exchange and other commercial organizations and the Municipal Government, has been for many years pressing upon Congress the necessity of improving the waterways of the country, and especially the main artery, the Mississippi River. Much has been done towards the permanent improvement of the river by commissions in charge of Government engineers, but not as much relief has been given to the improvement of the channel as had been expected.

The importance of immediate relief, before the navigation of the river is entirely abandoned, has been forced upon the attention of the Merchants' Exchange, and steps have been taken to secure from Congress a contract whereby Messrs. Web M. Samuel and Isaac M. Mason, both citizens of St. Louis and members of the Merchants' Exchange, and their associates shall be authorized to undertake the improvement of the channel by removing sandbars between St. Louis and Vicksburg, and thus keeping the channel open at all seasons of the year, except when the river is closed by ice. This movement is not intended to interfere with the work of permanent improvement by the general government, but to be a temporary relief, keeping the channel open and permitting the safe passage of river craft, until such time as the permanent work shall have advanced to such a stage that navigation is protected.

The plan is to place on the river a sufficient number of dredge boats and portable jetties to remove, without delay, any temporary obstruction by sandbars; these dredge boats going from point to point as the bars form, removing same, or a sufficient portion of the same to allow the passage of river craft. It will be, in fact, a moving patrol, keeping watch for all shoal places, and wherever such places are found putting a dredge at work to remove the obstruction.

This plan is claimed by river men, who are, from years of experience, familiar with the shifting channel of the river, to be entirely practicable and the only one that will afford the relief needed until the permanent improvement is completed.

One feature of this plan which must commend itself to Congress, and to everyone who will consider it, is that the promoters thereof have so much confidence in the success of the dredge system that they propose to assume all responsibility as to its success, and not to require any compensation until they have secured and maintained for one year a channel six feet deep and 200 feet wide from St. Louis to Cairo, and seven feet deep and 250 feet wide from Cairo to Vicksburg.

A bill embodying these features and conditions is now before Congress, and every effort will be made to secure its early passage.

In the meantime, the work of permanent improvement will be prosecuted, and with the two plans in operation, immediate relief will be afforded, and in due time the channel will be permanently improved and this great highway of commerce be utilized to the great benefit of the transportation interests of the whole country.

PERMANENT IMPROVEMENT.

The following articles, furnished by request of the Merchants' Exchange, will show what has been and is being done by the Government engineers in the way of permanent improvement.

THE UPPER MISSISSIPPI RIVER.

By Lt. Col. W. R. King, Corps of Engineers, U. S. A. In charge of improvements from Minneapolis to the mouth of the Missouri River.

In reply to yours of November 13, 1895, I have the honor to give you a short statement in regard to the work of improvement that has been carried on by the United States on the Upper Mississippi River, between Minneapolis and the mouth of the Missouri River, with some remarks on results obtained and on work proposed for the future.

The Upper Mississippi River within the limits mentioned (about 700 miles) is a shallow stream with gentle current, and with numerous islands and shifting sandbars. Little earthy matter is carried in suspension, the sand, which forms the usual obstruction to navigation, being moved along the bottom by the action of the current, especially at high stages of water, when the current is generally much accelerated. In threading its way between the bars of moving sand, or in the "crossings," as they are called, the channel is most frequently shoal, and at such localities navigation is often difficult. Where island chutes occur, dividing the river into two or more parts, and where the stream is abnormally wide, trouble is often met with by navigators. At several localities the waterway is obstructed by loose or ledge rock and bowlders, that are being removed from time to time, as they encroach upon the changing channel. Caving of the banks occurs in the bends and at other places, although not to the same extent as in the Lower Mississippi River; but this abrasion,

comparatively slight, continually adds material to the bars which obstruct this shallow river.

There are three localities which form exceptions to the general character of the river, namely: the Des Moines Rapids, the Rock Island Rapids, and the rapids between Minneapolis and St. Paul.

1. The Des Moines Rapids, extending from Montrose to Keokuk, Ia., about eleven miles, very shallow, with rock bottom, and having a fall of 22 feet, have been improved by the United States, and such improvement fully meets all the demands of navigation. The work, which was begun in 1866 and completed in 1890, at a cost of \$4,574,950, consists of a lateral canal, with three locks, and eight miles long, extending from Keokuk to Nashville, and a widening and deepening of the original channel from Nashville to Montrose. The grade of depth is five feet at extreme low water, but, when needed, six feet in depth can be given in the canal, the locks of which are 310 feet long by 80 feet wide. The canal was opened to navigation in 1877.

2. The Rock Island Rapids extend from Leclaire to Rock Island, about 14 miles, with rock bottom and a fall of 21 feet. The project adopted and carried out in the improvement of these rapids was the widening and deepening of the natural channel, so as to furnish a width of 200 feet and depth of four feet at low water. Work on this project was begun in 1866 and completed in 1881, the cost amounting to \$1,166,650. There were excavated and removed from the rocky channel during the progress of the work 87,926 cubic yards of rock. Since 1881, a small amount of money has been expended each year in further widening the channel at crooked places, thereby giving additional facilities to navigation.

3. The rapids between St. Paul and Minneapolis are to be improved by locks and dams, but work has not been commenced, although a small appropriation has been made.

The first work to be inaugurated for the improvement of the Upper Mississippi River, like that of most rivers, was the removal of snags and similar obstructions. The snag-boat service began in 1867, and has cost, to June 30, 1895, \$699,640. It has been, and continues to be, of great benefit to navigation.

The systematic improvement of the Upper Mississippi River was begun in 1878. The object of the work is to secure a channel of suitable width and from four and one-half to six feet depth at low water. The improvement aims at contraction of the waterway to the proper width of channel, which width has been ascertained by calculation and experience, and varies as the volume of the river increases, from 350 feet, in the vicinity of St. Paul, to 1,400 feet in the vicinity of the Missouri River. The contraction of the waterway is effected by closing the island chutes with dams of brush and rock, and by the construction of systems of wing-dams built of the same materials, running out from one or both shores. The water thus being confined in one main groove, as it were, acquires greater velocity, and scour and increased depth result. When this deepening becomes sufficient to restore the original area of section, the cur-

rent loses its acquired velocity, and equilibrium is again established. The caving banks are protected with brush and rock, which work is thoroughly, permanently and cheaply done.

The engineer officers, under whose direction the improvements have been carried on, have carefully watched their effect, are satisfied as to the propriety of the methods employed and believe that a good navigable channel can be secured from St. Paul to the mouth of the Missouri River if sufficient appropriations are made to carry the work to completion.

It has been the custom in carrying out the work on the Upper Mississippi River to select, when funds are available, such localities for improvement as may be at the time most detrimental to navigation. Each locality thus improved has a beneficial result on the navigation of the whole river, and as the shoalest bars have been improved from year to year, the ruling navigable depth has been considerably increased.

Of late years, attention has been given to the complete regulation of the river in various localities by means of extensive systems of wing and closing dams, in which regulation, the straightening, as well as the widening and deepening of the channel, is cared for. A complete improvement of the river will probably require a very extensive application of this system of regulation, and many years must elapse before it can be fully carried out.

The season of 1895 was one of continuous and very low water; but, under the circumstances, the channel was remarkably good, there being comparatively few badly obstructing bars, some of which were improved before the season closed.

Between St. Paul and the mouth of the St. Croix River (32 miles) the thorough regulation is nearly completed, and the depth at low water has been increased from 18 inches to four feet. In former years, none but the lightest-draught boats could navigate this stretch of river at low stages; but, at present, the largest packets have little difficulty. The cost of work in this section averages about \$20,000 per mile.

Between the St. Croix and Lake Pepin (29 miles) the obstructing bars below Prescott, at Island 20, Smiths, Morgans, and above and below Diamond Bluff, have been improved, and the depth has been increased about two and one-half feet. In 1895 no water less than five feet in depth was found except at Trimbelle River, which crossing was improved before the season closed. Work between St. Croix River and Lake Pepin has cost about \$6,500 per mile.

In Lake Pepin (20 miles long) through which the river flows with a scarcely perceptible current, the depth has always been ample.

Between Wabasha and Winona (41 miles), formerly one of the shoalest and most obstructed portions of the river, the worst bars have been improved and the available depth has been increased about two feet. Among the bars improved are those at Wabasha, Beef Slough, above Alma, Pine Island Bend, West Newton, Mount Vernon, Chimney Rock, Fountain City, Betsy Slough, Wilds, and above Wi-

nona. In 1895, in this stretch of river, only two localities offered less than four feet depth at low water. Work in this section has cost about \$18,000 per mile.

Between Winona and Lacrosse (31 miles) were found several bad obstructions—at or near Minneowa, Homer, Lamoille, Richmond, Queens Bluff, Dakota, and Lacrosse, all of which bars have been improved and the depth increased about 18 inches. There remains a large amount of work to be carried out in this section to complete the improvement. In 1895 only one locality offered less than four feet depth. The cost of the work in this section is about \$8,000 per mile.

Between Lacrosse and Prairie du Chien (72 miles) a generally good piece of river, the bars from Lacrosse to Coon Slough have been improved, and the river in great part regulated. Improvement work has also been carried out below Bad Axe, at Crooked Slough and Prairie du Chien. The available depth has been increased about 18 inches, at a cost of \$6,000 per mile.

Between Prairie du Chien and Leclaire (153 miles) the obstructions at Cassville Slough, Bunker Chute, Spechts Ferry, Eagle Point, Deadmans Bar, Bellevue, Santa Fe, Savanna and Fulton have been removed, but there remain many bad bars, on which work must be carried out in the future. At seven localities less than four feet were found in 1895. The cost of work in this section averages \$4,000 per mile.

Between Rock Island and Keithsburg (58 miles) improvements have been made at or near Buffalo, Fairport, Hershey Chute and Illinois Chute, and a great deal remains to be done to put the river in good condition. At six bars there were less than four feet in 1895. Only \$1,500 per mile has thus far been expended.

Between Keithsburg and Des Moines Rapids (60 miles) a large amount of improvement work has been performed below Keithsburg, at Benton Island, above and below Burlington, at Pontoosuc and Appanooce, and below Fort Madison, and excellent results have been obtained. There are other obstructions in this part of the river needing attention, as at five points less than four feet were found in 1895. Cost of work in this section averages \$11,000 per mile.

Between Keokuk and Quincy (41 miles) only one bar in 1895 gave less than four feet. Successful improvements have been made at or near Des Moines Rapids, Gregorys, Tully Island, Canton, Wyaconda, Lagrange, Lone Tree, and Quincy, at a cost of \$10,000 per mile.

Between Quincy and Clarksville (58 miles) the channel was remarkably good in 1895, there being no crossing or bar as shoal as four feet. Improvements have been made below Quincy, at Whitney's, above Hannibal, at Saverton, Gilberts Chute, and Hickory Chute, below Louisiana, and at Clarksville, at a cost of \$11,000 per mile. A large amount of work, especially shore protection, is still needed.

Between Clarksville and the Missouri River (85 miles) shoal water was found in 1895 at four localities. Improvement work has been

done at Slim, Westport, Stag and Turners Islands, at Cap au Gris, Hatchet Chute, vicinity of Grafton, Piasa Island, Hop Hollow and Alton. The river in this section is ordinarily very troublesome, and extensive work is needed to put it in good condition for navigation. The average cost per mile is about \$8,500.

Cost of General Improvement of the Upper Mississippi River, from Minneapolis to Mouth of Missouri River, to July 1, 1895:

Dams, shore protections, etc.....	\$5,850,362
Rock Island Rapids.....	1,166,650
Des Moines Rapids.....	4,574,950
Total	\$11,591,962

The aggregate amount of rock and brush put in the work, from its commencement to December 31, 1894, is 4,281,154 cubic yards, resulting in the construction of 100 miles of dam and 94 miles of shore protection.

The total tonnage of the Mississippi River between Minneapolis and the mouth of the Missouri River was, in 1895, approximately 3,500,000 tons.

The improvement of the Upper Mississippi River was in charge of Lieut. Col. A. Mackenzie from 1879 to 1895.

THE CENTRAL MISSISSIPPI RIVER.

By Major Chas. J. Allen, Corps of Engineers, U. S. A. In charge of improvements between the mouth of the Missouri and the mouth of the Ohio Rivers.

In response to your letters of the 14th November and 11th December, requesting from me a short article concerning improvement of the Mississippi River, between the mouth of the Illinois River and the mouth of the Ohio River, I take pleasure in giving you the following information:

The improvement of the portion of the Mississippi River between the mouth of the Illinois and the mouth of the Missouri was added, in 1892, to the Rock Island district, in consequence of the wording of the Act of 1892. That change was made before I took charge, in the spring of 1893, of the St. Louis district.

The permanent improvement of the portion of the Mississippi River from the mouth of the Missouri to the mouth of the Ohio, has been prosecuted since 1881 upon a plan which contemplated carrying the improvement downstream from St. Louis, completing the improvement as it progressed, so far as it was practicable to do so. From 1882 to 1892 appropriations were made biennially.

The Act of Congress, July 13, 1892, in addition to making an appropriation for immediate application, provided that on and after the passage of that Act, additional work might be prosecuted, in

order to carry on the systematic improvement of the Mississippi River between the points mentioned, for three years, commencing July 1, 1893, to be paid for as appropriations might from time to time be made by law. The appropriation for this fiscal year (year ending June 30, 1896) made March 2, 1895, for continuing the improvement, contained a provision that, in the discretion of the Secretary of War, not exceeding one hundred and fifty thousand dollars of the appropriation might be expended in using steel caissons or movable jetties in removing bars and improving the low-water channels of the river between the mouths of the Ohio and Missouri Rivers. This will be referred to again.

The construction work for improvement has been extended to Ste. Genevieve, a distance of about 60 miles, by river, from St. Louis, though it is not entirely completed, owing to various causes, amongst which may be mentioned exhaustion of appropriations prior to 1892, and extremely low stages of water that sometimes prevented movement of material for work at one locality, thus forcing the plant to be transferred to some other locality equally in need of improvement, etc. Upon this stretch of 60 miles of river named (St. Louis to Ste. Genevieve) on which the work, however, is not entirely completed, navigation has been materially benefited, as shown by the removal of several of the worst and most persistent bars that, previously to accomplishment of work for improvement, were formidable obstacles to navigation at times of low water.

Among the localities notably benefited are Horsetail, Twin Hollows, Pulltight, Chesley Island, Jim Smiths, Sulphur Springs, Lucas, Platin Fock, Cornice Island, Perrys Towhead, Fort Chartres and Turkey Island. Other localities may also be mentioned.

The latter part of the years 1892, 1893, 1894 and 1895 were low-water seasons; in fact, they might be called almost phenomenally so, and even during those low stages of water, the result of the work for improvement that was done upon the 60 miles of river mentioned, was evident, as it reduced the time and labor that was formerly consumed in navigating this extent of river at low water, even if it did not secure the uniform depth needed at those low stages. The stages of water during those four consecutive low-water seasons were, for much of the time, considerably below the stage of standard low water, which is the stage to which the improved depths are referred.

In 1883 the officer in charge of this district rendered an estimate of the cost of the work necessary to carry the improvement to the mouth of the Ohio, in order that the probable ultimate expense might be fully understood. The appropriations made since that time have aggregated a little in excess of one-fourth of the estimate thus rendered, and a corresponding amount of improvement work has been done. The remaining three-fourths of the river cannot, of course, be improved until the necessary means are provided. The improvement is one of magnitude and commensurate with the importance of the commerce to be benefited, and under the best of circumstances, time is required for its full accomplishment.

In view, however, of the urgency of the needs of commerce, as well as to hasten results from the continuous or permanent improvement work, trial was made of devices designed to improve the channel of the river, during periods of low water, so as to afford at least temporary benefit, and at the same time to aid the permanent work when practicable. These devices gave such encouraging results that use of them was made during the past season.

Thus, during the low-water season of 1894, a portable jetty composed of grub plank resting against barges, the latter supported against a line of piles about 20 feet apart, was used at the Fort Chartres crossing, where the channel was shoal and variable, having a depth of but five feet, with the result that a channel nine feet in depth was soon attained, excepting at its lower end, where a short bar, about 250 feet across, remained. This bar was removed by lashing together four steam pile-drivers in such manner that the jet hose of the four drivers could be bound together, so as to make, in effect, a single large jet hose, through which a powerful stream was thrown upon the submerged bar, quickly cutting through it, and connecting the deep channel produced by the portable jetty with the deep water below the bar. In other words, the use of the portable jetty and the pile-driver's jet combined, gave a deep channel for the rest of the season of 1894.

It was by the use of water jets of four pile-drivers that a short bar (about 300 feet in length) was removed from the foot of Horsetail in 1881, thus giving the finishing touch to the improvement which resulted in permanent removal of that extensive obstruction to navigation.

The results of our trial of the portable jetty in 1894 warranted further work of the kind, and in January, 1895, steps were taken to construct two thousand linear feet of apron for such jetty, which were completed last spring, at a cost of one dollar and thirty-six cents (\$1.36) per linear foot, and the said device (portable jetty) was placed in position at Danbys on the 7th of October, last, that being at that time one of the worst obstructions to navigation between St. Louis and the mouth of the Ohio River. The portable jetty remained in position until about the 16th of November, when it was removed. The depth of water in the channel at Danbys when the portable jetty was placed in position on the 7th of last October was but four feet, the stage of water at the St. Louis Gauge being 3.9 feet. The beneficial effect of the jetty was almost immediately apparent, and towards the latter part of the month a channel seven (7) feet deep was secured, which depth was maintained throughout the rest of the season of operations, though the stage of water at the St. Louis Gauge had fallen to 2.2 feet. The operation of this jetty was authorized by the part of the Act of March 2, 1895, already referred to, making the appropriation for continuing the improvement of the Mississippi River between the mouth of the Ohio River and the mouth of the Missouri River.

In order to be able to give further temporary relief to navigation

during periods of extremely low water, and in particular, at points where no permanent improvement has been undertaken, a new and large towboat, built for the work, was fitted with two powerful pumps, designed to act upon the bottom of the river, making the boat, in fact, a tow and dredge-boat, as well as hydraulic grader. The boat, however, was sunk on a rolling stump in the latter part of September last, but was raised, brought to St. Louis, and docked and repaired in October. The time lost by this accident prevented the use of the boat during the past season of low water, in connection with the portable jetty (it having been designed to use them conjointly, when desirable to do so). The tow and dredge-boat was used, however, in November, at the shoal crossing just below Ste. Genevieve, where the depth of water was but four (4) feet. About 10 hours' work of the dredge resulted in deepening the channel to five (5) feet, which was depth enough for the time being. The result was satisfactory, especially so, as this was the first trial in deepening the channel with this boat, and its new, hitherto untried pumps.

The devices mentioned can be expanded as deemed expedient.

More or less work for improvement was done, as you know, from about 1872 to 1880, at which latter date the use of the present silt arresting devices began to take decided shape. This silt-arresting device consists of rows of piling driven through mattresses of brush, the mattresses being laid in order that the piles may not be scoured out of place, and of brush wattled around the piles, or of large open-meshed screens of brush placed against the piles, thus constituting, in fact, permeable pile jetties. The silt is deposited in the intervals between the said permeable pile jetties, thus building up new banks out to the lines between which it is desired to confine the low-water volume of the river, so as to produce the needed depth by the scour of the current. The new banks to be protected from erosion when necessary. These permeable pile jetties (sometimes spoken and written of as hurdles) are much less expensive per running or linear foot than are brush and stone jetties.

In addition to the methods already mentioned for improving the river between the mouth of the Ohio River and the mouth of the Missouri, mention should be made of the two snag-boats that patrol from the mouth of the latter named river to Natchez, Miss. and as much further down the river as may be necessary. For convenience, the river is divided into two sections, the snag-boat Wright generally patrolling the section above Memphis and the snag-boat Macomb taking the river below Memphis. The river has been deprived of the service of the Wright since the 1st of last August, on account of the necessity of replating a portion of her steel hull; and the Macomb, in consequence, has had to perform double duty. The work of replating, which is done by contract, was to have been completed and the boat was to have been restored to the river on or before August 1st, but delays in the contract work have kept the snag-boat still on the ways. It is expected to be restored to the river by the 22nd of this month.

The amount of work accomplished by the two boats during the fiscal year ended June 30, 1895, and which will give an idea of their capacities is as follows:

Name of snag boat.	Snags pulled.	Leaning trees cut.	Drift piles removed.	Wrecks removed.	Miles run.
H. G. Wright.....	1,365	10,666	8	3	6,895
J. N. Maccomb.....	1,942	6,854	14	.	9,507
Total	3,307	17,520	22	3	16,402

The wrecks which were removed by the Wright are as follows:

AT ISLAND No. 40. A coal barge was entirely removed from the channel by dynamite, and by the aid of a diver, January 3 to 9, 1895.

AT CAPE GIRARDEAU. The wreck of the steamer Albert S. Willis was removed from the channel, March 17 to 20, 1895. The boilers and most of the machinery were recovered and brought to St. Louis.

AT STE. GENEVIEVE. A barge belonging to the Southern Lumber and Transportation Company, which was sunk by the steamer Polar Wave, was partially destroyed, and the parts dangerous to navigation removed March 23, 1895.

The trees referred to are generally leaning timber in bends of the river, or trees that are liable to fall into the stream and become obstructions.

The limited space at disposal does not admit of my giving any more than the foregoing. For further information, including estimates, statistics, etc., I must refer to the printed reports.

I trust that the information herein given—some of which may not be generally known to members of the Exchange—will be of interest.

REPORT OF WORK DONE UNDER THE MISSISSIPPI RIVER COMMISSION DURING THE YEAR 1895.

The improvement of that portion of the Mississippi River between Cairo and the Head of Passes, as well as the survey of the entire river to its headwaters, is under charge of the Mississippi River Commission, organized by act of Congress, approved June 28, 1879.

This Commission consists of seven members, three of which are appointed from the Corps of Engineers, U. S. Army; three from civil life, and one from the U. S. Coast and Geodetic Survey.

For the purposes of improvement, the river is divided into four districts. These districts extend as follows: The 1st district from the mouth of the Ohio River to the foot of Island No. 40, the 2nd district from the foot of Island No. 40 to White River, the 3rd district from

the mouth of White River to Warrenton, and the 4th district from Warrenton to the Head of Passes.

Three engineer officers are detailed for duty, under orders of the Commission; one in charge of the 1st and 2nd districts, the second in charge of the 3rd district, and the third in charge of the 4th district. In addition, another Engineer officer is detailed as Secretary of the Commission, in charge of surveys and similar work which may be directed. After the present year, also, the operating of dredges, which has been heretofore under the officer in charge of the 1st and 2nd districts, will be transferred to the Secretary.

The following is a brief summary of the work done during the past year:

REVTMENT, DIKES, ETC.

HARBOR OF HICKMAN, KY.—600 linear feet of bank graded and revetted.

PLUM POINT REACH.—8,850 linear feet of revetment mats about 300 feet wide.

45,559 square yards of bank paving.

Seven stone spur dikes put in.

Gold Dust dam completed.

MEMPHIS HARBOR.—1,260 linear feet of revetment, mats 300 feet wide.

3,734 square yards of bank paving.

ASHBROOK NECK.—1,454 linear feet of revetment.

2,290 square yards of bank paving.

LAKE PROVIDENCE.—4,877 linear feet of revetment, mats 300 feet wide.

48,800 square yards of bank paving.

NEW ORLEANS HARBOR.—3,200 linear feet of bank revetted.

DREDGING.

The experimental dredge was remodeled, and began work in September and closed work November 28th. The following channels were dredged to a navigable depth of seven feet or more:

Wolf River.....	1,275 feet long
Cherokee Bar.....	1,400 feet long
Sam Phillips Bar.....	1,700 feet long
Point Pleasant Bar.....	1,300 feet long
Medley's Bar.....	1,100 feet long

Dredge "Gaston" was employed to work at Graves Bayou, and moved 4,732 cubic yards. A new channel was dredged from the Mississippi River to the Red and Atchafalaya Rivers, giving about seven feet of water at the mouth.

A new dredge, with a capacity of 1,600 cubic yards per hour, has been contracted for and built.

SURVEYS.

The general survey from Head of Passes to the headwaters, ordered by Congress, has been continued. The triangulation and precise levels are completed to Minneapolis, Minn. The topography and hydrography are completed to Savanna, Ill. The maps of the general survey are published from Keithsburg, Ill., to Donaldsonville, La., and from New Orleans to Head of Passes.

A low-water survey from Vicksburg to Donaldsonville, to ascertain the changes in bed and banks, is in progress and nearly finished.

PLANT.

The care and repair of plant has been continued. Two towboats have been rebuilt, and several others have had extensive repairs.

. LEVEES.

Levee building has been carried on extensively at various points between Cairo and Head of Passes, as shown in the following table:

Cubic Yards.

Right bank, between Point Pleasant, Mo., and Pecan Point, Ark.	1,250,730
Left bank, between Memphis and mouth of White River....	144,242
Walnut Bend, Ark.....	319,350
Right bank, between Helena, Ark., and White River.....	1,255,828
Left bank, between White River and Vicksburg.....	778,979
Right bank, between Arkansas River and Warrenton, Miss.	3,373,398
Right bank, between Warrenton and Red River.....	527,642
Right bank, between Red River and Fort Jackson.	1,782,713
Left bank, between Baton Rouge and Fort St. Phillips.....	1,284,998

Total yardage of levee work between Point Pleasant, Mo., and Head of Passes, La..... 10,717,880

GOVERNMENT LIGHTS ON WESTERN RIVERS.

By Mr. Chas. M. Alexander, Clerk 15th Lighthouse District.

The traveler, who from the boat's deck looks upon those immense barges, propelled by the giant towboats whose wheels know no rest as they plod patiently down our great river towards the sea, loaded with the product of this great Mississippi Valley, the heart from which the mighty millions of the world are fed, or he who gives but a passing glance at the glittering lights that dot our shores, or to the floating buoy which marks the grave of some ill-fated vessel, seldom

stops to consider the various aids to navigation and guides for the direction and safety of the mariner, which the United States bestows gratuitously upon the people of all nations. She has within her boundaries an eighth of all the lights in the world. It is the idea of this Government that light should be as free as air; that the beacon lights and other aids to navigation are not only for the interest of commerce, but for the benefit of humanity, as well.

Navigation of the Western rivers has always been of the most intricate character, and prior to 1875 the commerce on these rivers was mainly restricted to motion by daylight, because of the difficulty in keeping steamboats in the tortuous channel and in avoiding the many obstructions with which they abounded. The hidden obstructions were numberless, and in many places barely left room for the passage of large steamers. There were many consecutive miles on these rivers where the wrecks averaged more than one to the mile. The "blind" crossings—those places where the banks show no diversity of outline—were so numerous in the ever-changing and narrow channel that the pilots were frequently delayed, and could not always avoid disaster. At many points passage was never attempted on a dark night; but when, in the year 1874, the commerce on the Mississippi induced Congress to authorize aid for river navigation, there was devised and put in operation by the Light-House Board a system of lights which revolutionized steamboat navigation, making it so safe that boats which were compelled to tie up at night could run as by day; and this was accomplished at a small cost when compared with the expense of lights on the ocean or on the lakes.

The Government light consists of a post seventeen feet in length, with a diamond-shaped board fastened at the top, to which is securely locked a square lantern; a step-ladder resting against the post renders the lantern accessible.

At points where the channel is made very narrow by permanent obstructions and passage dangerous, buoys have been placed as day marks, to which floating lights are attached at night. In addition to these there are many channel marks that designate the crossings.

The first cost of the post light is about ten dollars; and although it is temporary as to its life and shifting as to its place, it is claimed that they are doing an immense deal of good, and meet a popular want quickly and well.

Keepers for the river lights are selected from among the people living on and owning property along the river, and they have generally been found trustworthy and awake to the demands of the service.

There are three river districts in the light-house establishment The Fourteenth District, extending on the Ohio River from Pittsburgh, Pa., to Cairo, Ill., 966 miles; on the Tennessee River 253½ miles, and on the Great Kanawha River 73½ miles, in all a distance of 1,295 miles, and containing 530 lights, with headquarters at Cincinnati.

The Fifteenth District extends on the Mississippi River from the

head of navigation to Cairo, Ill.; on the Missouri River to Kansas City, and on the Illinois River from LaSalle to its mouth, a total distance of 1,582½ miles, with 524 lights and 74 channel marks. The headquarters are at St. Louis. The Sixteenth District extends on the Mississippi River from Cairo, Ill., to New Orleans and eight miles on the Red River, covering a distance of 1,009 miles. It contains 352 lights. Its headquarters are at Memphis, Tenn.

The Light-House Inspector for each district is an officer in the United States Navy, the detail being changed, as a rule, every three years. He is the disbursing officer, and responsible for large sums of money, in the expenditure of which the greatest care and economy is exercised.

Each district is furnished with a steamboat, called a light-house tender, on which the inspector, with his crew, visits the stations, supplying and paying keepers, sounding the channel and moving lights where necessary, and locating and establishing new ones.

The number of lights have steadily increased until now the pilot is seldom out of sight of a beacon, and the dark spaces along the shore are few and far between.

From the testimonials received from officers and managers of different steamboat lines, boards of trade, and others interested in the navigation of the Western waters, the river lights and buoys appear to be of great benefit to inland commerce.

During the last twenty years wonderful progress has been made in the river lights. In 1874 an appropriation of \$50,000 was made for a survey of the Mississippi, Ohio and Missouri Rivers, and to establish temporary lights and buoys. In the year ending June 30, 1875, there were established 280 lights and 21 buoys, and at the present time there are some 1,800 of these lights on the rivers of the United States, and the appropriation for lighting of rivers for the fiscal year ending June 30, 1896, was \$300,000. In the period of twenty-two years, from 1874 to 1895, there has been appropriated by Congress for lighting of rivers, the following sums, viz.:

1874.....\$ 50,000 00	1885.....\$190,000 00
1875..... 100,000 00	1886..... 190,000 00
1876..... 166,000 00	1887..... 225,000 00
1877..... 140,000 00	1888..... 250,000 00
1878..... 140,000 00	1889..... 254,000 00
1879..... 130,000 00	1890..... 280,000 00
1880..... 140,000 00	1891..... 283,000 00
1881..... 140,000 00	1892..... 280,000 00
1882..... 150,000 00	1893..... 300,000 00
1883..... 175,000 00	1894..... 300,000 00
1884..... 170,000 00	1895..... 300,000 00

or the total amount of \$4,353,000.00.

I am indebted to Mr. A. B. Johnson, Chief Clerk of the Light-House Board, for much of the information used in preparing this paper.

THE MISSOURI RIVER.

Work of the Missouri River Commission. Col. C. R. Suter, President.
Capt. J. C. Sanford, Secretary.

The initial works undertaken by the Government on the Missouri River below the mouth of the Yellowstone were at Nebraska City, Neb., and St. Joseph, Mo., under small appropriations made in 1876. Subsequently other appropriations were made for these and other localities, until in 1881 the number of separate localities on which work had been ordered numbered fourteen, and extended from St. Charles, Mo., to Vermilion, Dak., a distance of about 830 miles.

Including the appropriations made in 1881, the items in the River and Harbor Appropriation Acts covering the work on these fourteen localities numbered forty-six, of which fifteen amounted to \$10,000 or less, each; twenty-one were between \$10,000 and \$20,000; seven were between \$20,000 and \$30,000, while there were three items of \$40,000, \$50,000 and \$80,000, respectively.

Obviously there could be no connection between the works so widely separated. The means provided were inadequate at every point, and while temporary benefit was in all cases afforded, nothing was completed.

In 1881, however, a plan, based on a completed survey, for the systematic improvement of the river between the mouth and Sioux City, Ia., was submitted by Maj. Suter (now Colonel), on whose recommendations in 1882 Congress appropriated \$850,000 for the general improvement of the river, apparently abandoning the policy of allotting small sums to widely separated localities.

For the economical expenditure of such a sum a large floating construction plant became necessary, and while work was still being prosecuted on some of the more important works commenced under previous appropriations, the plant and machinery necessary for conducting the work on an increased scale were prepared.

By the act of July 5, 1884, an appropriation of \$640,000 was made and a Missouri River Commission created, who were in the future to direct all the works of improvement on the river.

The Commission is composed of three officers of the Corps of Engineers, U. S. Army, one of whom acts as President, and two civilians, one of whom is a civil engineer. The Secretary is also an engineer officer, detailed for that duty.

The office of President of the Commission has been filled since its organization by Col. Charles R. Suter, lately transferred to the Pacific Coast.

In their first report, made December 9, 1884, the Commission outlined their general plan, which "contemplates contracting the width of the river to such limits as will insure stability of regimen and approximate uniformity of slope, width and depth," by the erection of works fixing the location and direction of the channel, and they stated "that the primary object of the improvement is to deepen the channel, and thus to provide cheap *through* transportation for freight by which the country may be developed, and the money paid out be finally returned to the Treasury of the United States. * * * "

Engineering necessities require that the work of improvement should proceed downstream, and the Commission, departing from the previous policy of widely scattered works, decided to concentrate their means on the reach at Kansas City, on which a very considerable amount of work previously built could be utilized in the general scheme of improvement, and they strongly recommended in their reports that not less than \$1,000,000 per year be appropriated for continuous work from Kansas City down. Their well-defined plans and recommendations did not receive, at the hands of Congress, the consideration that they deserved. Due to the terms of the appropriation acts of 1884, 1886 and 1888, less than \$600,000 of the \$2,015,000 appropriated for the river could be expended on the continuous work. In other words, for the six years covered by the above appropriations, the Commission had asked \$6,000,000 for continuous work, and had received for the purpose less than one-tenth of that sum.

In the act of 1890, Congress directed that the appropriation of \$800,000 of that year should, with certain specified exceptions, be expended in the systematic improvement of the river from its mouth up, in reaches to be designated by the Commission and approved by the Secretary of War. This involved the abandonment of the work that had been executed in the vicinity of Kansas City, the moving, at large expense, of all the Commission's plant several hundred miles down the river, and the beginning over again of a systematic improvement at a point far distant from their earlier work.

In accordance with this law, the Commission designated the first reach, to the improvement of which the work should be concentrated as far as possible, as extending from the mouth of the river to Osage River. They were, however, compelled to reserve from the amount appropriated a large sum in the aggregate, to prevent the serious deterioration or destruction of work previously executed at certain up-river points.

Commencing with July 13, 1892, the appropriation for the Missouri River was made a continuous one for four successive years, amounting, in the aggregate, to \$2,710,000 for the work between the mouth and Sioux City; and of this sum about \$2,100,000, net, will have been expended on the first reach at the end of the present fiscal year, June 30, 1896. A very considerable amount of the remainder has been specially diverted by Congress to upper-river points, and also a considerable amount expended on plant.

On the first reach, two field construction parties, with base of operations at Ewings Landing and at Gasconade, respectively, will have carried, by the end of the fiscal year, the systematic and continuous work of the improvement a distance of 45 miles.

In designing the systematic work of improvement, two desired bank lines are laid down, contracting the width of the river to about 1,000 to 1,100 feet, with easy, sweeping curves, similar to those of the natural river, keeping the impinging or concave sides of the bends against the line of the bluffs as far as possible.

Radical changes in the course of the river are avoided and are seldom necessary, except occasionally at the mouths of the tributaries.

The natural and abrupt crossings are made easy ones, and the concentrated fall or abrupt slope which occurs on them is distributed over a greater length.

The contraction is secured by pile dikes, generally placed at right angles to the channel, supplemented by a revetment of those natural banks against which the new channel is, of necessity, trained.

The dikes are made of piles, in one, two, three or four rows, according to the force of the current they are called on to divert, or to the accumulation of driftwood they may be called on to withstand. They are braced thoroughly together, and protected from scour by a willow brush foot-mat sunk by loading with rock. The dikes are all permeable, and the deposit of the silt is encouraged by attaching to the dike screens or curtains of poles or wire netting.

The bank revetment is always made of a continuous woven brush mat, extending from standard low water to a depth which will secure the bank from scour, fastened to the bank by, and interwoven with, wire cable and strand. The revetment is sunk by rock, and the upper bank ripped against eddy and wave wash.

Taken at the right time and under suitable conditions of stage, it is not especially difficult, by gentle urging, to move a channel in the Missouri River; provided the rectification works can stand the strain imposed by one season's high water, heavy deposits form above and below the dikes, a corrected channel results, and new banks join the ends of the dikes. A too serious coercion attempted by one or two dikes unsupported by other protective works usually ends in failure, and the dikes become an obstruction. Only by a careful study of the natural laws governing the stream and a compliance with them in projecting and accomplishing the practical work, can its rectification be accomplished. Full results cannot be expected until after several recurrences of high water, when the new banks become built up to the proper height, and secure stability from the growth of willows and other vegetation, which soon covers the newly acquired land.

The present results of the improvements on the first reach—a stretch of 45 miles of rectified river, where heretofore existed most difficult navigation—demonstrate beyond all cavil that the improvement of the river for navigation purposes is not only feasible but

certain of accomplishment, when it can be carried on under the system of continuous appropriation which has prevailed for the last four years.

Many bars and difficult crossings, on which there was formerly 30 inches or less, at low water, now exist only in name, as the depth has been increased to six or eight feet at the same stage, and the former tortuous and changeable channel has been replaced by an easy and stable one, navigable by the largest boats.

As the new bank lines obtain greater heights and the river accepts its new conditions, a greater depth can be confidently expected.

As an incident to the improvement work, very large accretions have been made, aggregating many thousand acres, which, in a few years, will be made to produce crops. Due to the protection afforded by the Government works, this fertile land, as well as all other bottom land, formerly exposed to destruction by the vagaries of the unimproved river, will become of great value, and it may be a question whether such increase in acreage and in values does not of itself justify the continuous improvement of the river, apart from considerations of commerce.

On many European rivers it is well-known that the value of the reclaimed acreage has paid many times over the cost of improvements; and, indeed, the latter has been in many cases undertaken for that sole purpose.

The results obtained in the last four years on the first reach, under the system of continuing appropriations, and with little diversion of funds to outside points, contrast strongly with the results of work at Kansas City, done under a directly opposite system—if system it can be called. In fact, it is now safe to assert that, had the Commission's original plans and their recommendations as to appropriations received uninterruptedly since 1884 the support of Congress, the complete improvement of the river from Kansas City to its mouth would to-day be an accomplished fact.

In the vicinity of Jefferson City, for a distance of 18 miles, the acreage of new land formed in the past four years, due to the rectification works, amounts to 5,500 acres, or over 300 acres per mile, and the area of land protected in the same distance amounts to 12,800 acres.

Only one season of very high water, that of 1892, has occurred during this period, and although some of the new land has already been cultivated, the greater part of it has not attained a sufficient height for full cultivation. With another flood in the river, however, there is scarcely a doubt that 3,000 acres of the accretions would become arable. In the same reach, bottom lands not previously marketable, on account of insecurity from the ravages of the river, are now worth at least \$50 per acre,

A computation has been made which gives 300 acres per mile as the average amount of accretion which would obtain were the improvement works carried continuously from Sioux City to the mouth.

The cost of 45 miles of improved river may be said to have been about \$44,500 per mile, but it can be safely stated that at no other locality will the problem of rectification be nearly as difficult and expensive.

The experience gained appears to justify the Commission in venturing the opinion that the cost of carrying the improvement to the mouth of the river, 110 miles, will be between \$3,000,000 and \$3,500,000, with a strong probability that the lower figure will not be exceeded.

The Missouri River Commission also operate and maintain one snagboat on the river; this work is a perpetual one on a river with caving banks. The boat's work in one season ranges from 1,000 to 2,500 snags pulled and destroyed, in addition to the removal of other obstructions, the cutting of trees liable to become snags, etc.

Under the act of 1884, creating the Commission, they were charged with the improvement and survey of the river from its mouth to its headwaters. The act of 1886, however, terminated their jurisdiction, so far as the improvement was concerned, at Sioux City, Ia. The act of 1888 extended the limit of their work to Fort Benton, Mont., but all the subsequent acts again fixed the highest point of their control as Sioux City. The work executed under the Commission on the upper river was principally done in the first 40 miles below Fort Benton.

A system of secondary triangulation has been carried by the Commission from Three Forks, Mont., which may be considered as the head of the Missouri River, to its mouth, a distance of 2,551 miles.

The results of this survey and those of subsequent topographical ones made by the Commission and the engineer officers in charge of the upper river have been embodied in a series of 84 maps, on a scale of one inch to one mile.

Under the River and Harbor Act of 1894, the Missouri River Commission were also charged with the improvement of the Gasconade and Osage Rivers. The former had an appropriation of \$5,000 in that year, which was expended in removing snags, in closing chutes behind islands, and in special contraction and protective works on the shoals. The amount of commerce justifies the yearly expenditure of larger sums than has hitherto been appropriated for this river. On the Osage River, accumulated appropriations since 1892, made under an approved project for slack-water navigation, rendered it possible to commence, this year, the construction of a masonry lock at Brennekes Shoal, seven miles above the mouth. Under continuous appropriations, it is expected that it will require about three years to complete the lock and dam at this point, at a cost of about \$300,000. This lock and dam will afford a continuous six-foot navigation above it for about 15 miles, where another lock and dam must be built; and, proceeding up the river, the locks and dams will succeed each other at distances varying from 15 to 10 miles. The removal of snags, the cutting of overhanging timber, and work on the shoals, for affording temporary relief to the commerce of the river, pending the completion of the slack-water improvement, will be continued each year.

THE RIVERS.

The year 1895 added another year of discouragement to the river trade. The season was one of unusually low water, and after October 1st, navigation southward was practically suspended. The arrivals and departures show little decrease, but the trips made were largely by local packets running to nearby points. The business of the upper river was fairly satisfactory, although the through St. Paul packets were withdrawn on account of low water, about the middle of August. The Keokuk packets were, however, able to run until November 5th.

The volume of business in the lower river, that is to points below Cairo, was extremely light, there being but 54 departures of the N. O. Anchor Line Packets, and but 41 tows sent out by the Barge Line.

The river southward was closed by ice from January 13th to March 1st.

The total tonnage of the year shows a decrease over previous years, as will be seen by the following table:

	1895.	1894.	1893.
Tons received by steamboats and barges....	410,145	455,175	472,895
Tons received by rafts.....	98,685	128,335	126,510
Tons shipped by steamboats and barges.....	303,355	363,080	436,900
Total	812,185	946,590	1,036,305

Capt. Austin R. Moore, Treasurer of the St. Louis & Mississippi Valley Transportation Co., gives the following account of the lower river business.

Your request for brief notes on the lower river trade during the year just closing, reached me on the fiftieth anniversary of my connection with the river; and I can truly say the present season has been a most phenomenal exception to all others during the half century. I have known at one season less than four feet hence to Cairo,—at another, less than four feet between Cairo and Memphis,—at another, five feet as far south as Natchez. The extreme low stage of water during the seasons referred to was confined to a short stretch of river, and often to a single bar; while at all other intermediate points there was to be found a fair boating stage. For this obstacle, which existed, as a rule, not more than two or three weeks, there was the remedy of either lightening or double-tripping. The exception of the present year consists in the fact that extreme low water has been the rule from St. Paul to Natchez, and covering a period of months instead of weeks, thus placing an embargo on navigation absolutely prohibitory. The very natural sequence to such a condition was the

diversion of traffic to other channels, even at higher rates of carriage, while in very many instances certain branches of commerce, confined exclusively to river points, became paralyzed because of the absence of water transportation. To emphasize the exceptional character of river traffic for 1895, it will only be necessary to give the aggregate of business as between the present, and one other, or previous year.

The Barge Line transported during 1895, southward,
2,589,895 bushels Grain in bulk,
47,438 tons in package freight.

During a previous year:
14,999,685 bushels Grain in bulk,
96,508 tons in package freight.

Of course there are other factors to cause a difference in volume of business,—such as crops and foreign demand; but the main disparity, as a rule, will follow river conditions.

To sum up the whole, the conditions prevailing during the year 1895 have proved most disastrous to water transportation.

Mr. I. P. Lusk, G. P. A., Diamond Jo Line, gives the following report of the business of the upper river:

Business on the Upper Mississippi River, during the navigable season of 1895, has been fairly satisfactory, and would have been much more so, provided there had been a fair stage of water from the opening of navigation in the spring, until the close of same; but probably not within the recollection of the oldest inhabitant has there been such a uniform low stage of water during the entire season.

Not even the spring rains were of sufficient volume to help the river much, and our steamers started out in the spring with low water, and continued to run during the entire season with the same trouble to contend with.

In the spring our first steamer left St. Louis for Keokuk, April 13th, and the first steamer for St. Paul, Minn., left St. Louis May 16th.

The freight and passenger trade were both very good, but would have been better if boats could have run on regular time, but extreme low water came about the middle of August, and all the St. Paul steamers had to lay up and were unable to run through to St. Paul the balance of the season, although we kept our boats running continuously between St. Louis and Keokuk, until November 5th.

Considerable government work has been done on the Upper Mississippi River, the results having improved the channel, and if sufficient appropriations are made in the future to continue the work, we believe that ultimately there will be a good boating stage of water between St. Louis and St. Paul during the entire season of navigation.

We are encouraged enough in this direction, so that, with the prospects of business, we are now building a large new side wheel steamer for the St. Louis and Keokuk trade, that will be ready for the trade upon the opening of navigation in 1896.

Mr. John T. Massengale, Freight Manager of the St. Louis & Tennessee River Packet Company, says of the business of the past year: "The Tennessee Valley, from Chattanooga to Paducah, is very rich and productive. Large quantities of iron, cotton, corn, peanuts, lumber, tan-bark, and produce generally, are shipped out annually. This line, with our connections, is now running regularly through to Chattanooga, nearly 1,000 miles, using through bills of lading, and making prompt time. We note increase of shipments from St. Louis in boots and shoes and groceries, and increase from the Tennessee River to St. Louis of peanuts, lumber, ties and tan-bark. Upon the whole, the year has been fairly satisfactory, and while we have had a long season of low water, it has not materially interfered with our boats.

Mr. Thos. Peniston, General Freight Agent of the Eagle Packet Company, gives the following statement as to the business on the Illinois River:

The Eagle Packet Company had the steamer D. H. Pike running between this port and Peoria, Ill., from March 1 to November 30, making semi-weekly trips, carrying large cargoes of grain, apples and stock, largely in excess of last year. In addition, the Str. J. J. Odil ran in the trade from early March until close of navigation. Our company was well pleased with the trade, as it was very largely in excess of any year since 1890.

DEPTH OF CHANNEL SOUTHWARD.

Capt. James Good, Superintendent of Barge Line, reports the stage of water during the year as follows:

ST. LOUIS TO CAIRO.

Jan.	Frozen.	No navigation.	Aug. 10 to 31.....	7 feet
Feb.	"	"	Sept. 1 to 15.....	7 "
March	1 to 31.....	9 feet	Sept. 15 to 30.....	6 "
April	1 to 30.....	9 "	Oct. 1 to 31.....	4 "
May	1 to 31.....	9 "	Nov. 1 to 30. No navigation acc't low water.	
June	1 to 30.....	10 "	Dec. 1 to 20.....	3 "
July	1 to 31.....	10 "	Dec. 20 to 31.....	20 "
Aug.	1 to 10.....	9 "		

CAIRO TO NEW ORLEANS.

Jan.	1 to 10.....	10 feet	Aug. 1 to 15 ..	9 "
Jan.	10 to 31.....	20 "	Aug. 15 to 31.....	7 "
Feb.	1 to 10.....	15 "	Sept. 1 to 15.....	7 "
Feb.	10 to 28.....	12 "	Sept. 15 to 30.....	6 "
March	1 to 10.....	15 "	Oct. 1 to 30.....	4 "
April	1 to 30.....	18 "	Nov. 1 to 30.....	4 "
May	1 to 31.....	15 "	Dec. 1 to 22.....	4 "
June	1 to 30.....	12 "	Dec. 22 to 31.....	22 "
July	1 to 31.....	12 "		

Rise at St. Louis on December 20th was unprecedented.

For the past thirty seasons navigation southward has been suspended by ice as follows :

Winter 1865-66, from December 15th to January 12th.....	27 days
“ 1866-67, from December 26th to February 8d.....	88 “
“ 1867-68, from January 8th to February 18th.....	40 “
“ 1868-69, open all winter.	
“ 1869-70, from December 21st to December 28th.....	7 “
“ 1870-71, from December 21st to January 23d.....	32 “
“ 1871-72, from December 1st to 18th, and from January 30th to February 24th.....	42 “
“ 1872-73, from November 29th to January 20th.....	51 “
“ 1873-74, open all winter.	
“ 1874-75, from December 30th to February 27th.....	58 “
“ 1875-76, open all winter.	
“ 1876-77, from December 8th to February 5th.....	58 “
“ 1877-78, open all winter.	
“ 1878-79, from December 16th to January 29th and February 14th to 17th.....	46 “
“ 1879-80, from December 17th to December 31st inclusive.	15 “
“ 1880-81, from November 18th to December 5th and from December 7th to 14th, and from December 24th to February 18th.....	78 “
“ 1881-82, open all winter.	
“ 1882-83, from December 7th to 23d and from January 1st to February 18th.....	29 “
“ 1883-84, from December 18th to February 5th.....	48 “
“ 1884-85, from December 19th to 30th and 35 days in January and February.....	47 “
“ 1885-86, from December 10th to 23d and from January 7th to February 16th.....	55 “
“ 1886-87, from December 1st to 14th and from December 24th to January 27th.....	49 “
“ 1887-88, from December 19th to January 31st.....	43 “
“ 1888-89, open all winter.	
“ 1889-90, open all winter.	
“ 1890-91, open all winter.	
“ 1891-92, from January 9th to February 1st.....	23 “
“ 1892-93, from December 20th to February 15th.....	57 “
“ 1893-94, open all winter.	
“ 1894-95, from January 1st to March 1st.....	59 “
“ 1895-96, open all winter.	

STEAMERS AND BARGES.

Permanently and temporarily enrolled and licensed at the Port of St. Louis on the 31st day of December, 1895 :

	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Perm. enrolled steamers (wood).....	99	37,746.14	37,174.37
“ “ barges	86	80,867.88	80,777.04
“ “ steamers (iron).....	4	1,690.29	1,639.83
Temporarily enrolled steamers (wood).....	1	53.83	53.83
Perm. licensed barges, under 20 tons.....	2	27.79	27.79
“ “ steamers “ “ (wood)...	8	135.21	101.44
“ “ “ “ (iron)....	1	26.92	13.46
“ “ yachts “ “	3	80.23	25.77
Grand total vessels.....	204	120,578.28	119,813.51

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1895.

Month.	Highest.	Date.	Lowest.	Date.
	<i>Fect.</i>		<i>Fect.</i>	
January.....	3.0	18 and 29	-0.5	2
February.....	4.9	26	4.3	27
March.....	8.1	30	4.9	23
April.....	9.6	12	6.1	27, 28, 29, 30
May.....	9.9	23	5.6	3
June.....	12.9	24	7.1	5
July.....	17.0	8	11.7	19
August.....	13.3	1 and 2	6.1	19
September.....	10.9	8	3.5	30
October.....	3.9	6, 7, 14, 15, 16	2.6	30, 31
November.....	2.8	10 and 11	2.2	30
December.....	23.3	22	-0.1	9

Highest stage of water during year.....	23.3 feet
Lowest ""	-0.5 "
Absolute range	23.8 "
Greatest monthly range	23.4 "
Least ""	0.6 "
Mean Range	5.4 "

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark of 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo.

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1873.	April 11.....	22 ft. - 5 in.	1873.	Nov. 30 and Dec. 1.....	4 ft. - 8 in.
1874.	April 24.....	18 ft. -11 in.	1874.	December 30 and 31.....	3 ft. - 4 in.
1875.	August 3.....	29 ft. -11 in.	1875.	January 3.....	2 ft. - 9 in.
1876.	May 10 and 11.....	32 ft. - 5 in.	1876.	February 7.....	5 feet.
1877.	June 14.....	26 ft. - 6 in.	1877.	October 4.....	6 ft. -10 in.
1878.	June 15.....	25 ft. - 8 in.	1878.	December 27.....	5 ft. -11 in.
1879.	July 3.....	21 ft. - 2 in.	1879.	December 28.....	3 ft. - 6 in.
1880.	July 10, 11 and 12.....	25 ft. - 5 in.	1880.	November 29.....	2 ft. -10 in.
1881.	May 5.....	33 ft. - 7 in.	1881.	February 4, 5 and 6.....	7 ft. - 7 in.
1882.	July 5.....	32 ft. - 4 in.	1882.	December 18.....	2 ft. -10 in.
1883.	June 25.....	34 ft. - 8 in.	1883.	January 12.....	4 ft. - 5 in.
1884.	April 9.....	28 ft. - 2 in.	1884.	January 4.....	3 ft. - 4 in.
1885.	June 17.....	27 feet.	1885.	December 16 and 17.....	2 ft. - 1 in.
1886.	May 13.....	27 feet.	1886.	December 4 and 5.....	0 ft. - 0 in.
1887.	April 8.....	20.5 feet.	1887.	December 26 and 27.....	0.8 feet.
1888.	June 3 and 4.....	29.3 feet.	1888.	January 1.....	3.5 feet.
1889.	June 1.....	24.4 feet.	1889.	February 27.....	2.7 feet.
1890.	June 30.....	20.7 feet.	1890.	December 30 and 31.....	2.8 feet.
1891.	July 4.....	23.7 feet.	1891.	December 6.....	2.3 feet.
1892.	May 19.....	36.0 feet.	1892.	December 27.....	0.2 feet.
1893.	May 3.....	31.5 feet.	1893.	December 9.....	0.0 feet.
1894.	May 12.....	23.3 feet.	1894.	February 3.....	0.2 feet.
1895.	December 22.....	23.3 feet.	1896.	January 2.....	-0.5 feet.

RIVER GAUGE READINGS AT ST. LOUIS FOR 1895.

FROM WEATHER BUREAU RECORDS.

1895.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	1.0	*	5.2	7.7	5.9	8.1	12.7	13.3	8.7	2.5	2.5	2.0
2	-0.5	*	7.0	8.6	5.7	8.0	13.2	13.3	8.8	3.5	2.4	1.9
3	-0.1	*	7.1	9.0	5.6	7.5	13.2	12.8	9.4	3.5	2.4	1.9
4	-0.0	*	7.6	8.4	5.8	7.3	13.6	12.4	10.1	3.7	2.4	1.4
5	-0.2	*	7.3	7.5	6.1	7.1	13.5	11.6	10.1	3.8	2.3	1.0
6	-0.3	*	7.1	7.0	6.4	7.3	12.8	†	10.4	3.9	2.3	0.5
7	-0.2	*	7.7	6.6	7.4	7.3	15.3	10.3	10.6	3.9	2.3	0.1
8	-0.1	*	8.0	6.4	7.4	7.2	17.1	10.2	10.9	3.7	2.4	0.1
9	-0.0	*	8.0	6.2	7.4	7.2	16.9	9.8	10.5	3.7	2.6	-0.1
10	-0.1	*	7.4	6.5	7.1	7.4	16.4	9.7	9.9	3.6	2.3	0.1
11	-0.3	*	7.2	8.9	6.4	8.6	15.5	9.6	9.4	3.6	2.3	0.2
12	-0.1	*	6.9	9.6	6.2	9.0	14.2	9.2	8.9	3.7	2.7	0.3
13	-0.4	*	6.5	9.5	6.5	10.2	12.4	8.8	8.4	3.8	2.6	0.3
14	-0.2	*	6.4	9.3	6.7	11.7	11.8	8.0	7.7	3.9	2.6	0.6
15	*	*	6.4	8.9	6.7	11.8	12.1	†	7.4	3.9	2.6	0.7
16	1.5	*	6.4	8.2	6.7	12.0	12.1	6.9	7.0	3.9	2.6	0.8
17	2.8	*	6.2	7.7	7.0	12.1	11.9	6.5	6.5	3.8	2.6	0.9
18	3.0	*	6.2	7.4	7.3	12.1	11.8	6.4	6.3	3.7	2.4	1.2
19	1.7	*	6.1	7.3	8.0	12.4	11.7	6.1	6.2	3.6	2.4	2.0
20	1.4	*	5.8	7.0	9.1	12.4	12.3	6.3	6.0	3.5	2.3	11.5
21	1.5	*	5.5	6.9	9.3	12.0	12.6	6.5	5.6	3.4	2.3	22.5
22	1.1	*	5.1	6.9	9.9	12.3	12.7	7.2	5.2	3.3	2.3	23.3
23	0.8	*	4.9	7.1	9.5	12.7	13.2	7.2	4.8	3.2	2.3	23.1
24	0.9	*	5.1	6.9	8.7	12.9	13.6	6.8	4.3	3.1	2.3	23.3
25	0.4	*	5.1	6.7	8.2	12.8	14.1	7.3	4.2	3.0	2.4	23.5
26	0.1	4.9	5.9	6.8	7.9	12.4	13.6	7.7	4.1	2.9	2.5	21.3
27	-0.7	4.3	6.6	6.1	7.8	12.0	13.0	8.2	4.0	2.8	2.6	13.5
28	-0.4	4.4	6.4	6.1	7.8	12.1	12.6	8.3	3.8	2.7	2.4	13.5
29	3.0	.....	7.4	6.1	7.7	12.5	11.9	8.8	3.6	2.7	2.3	13.2
30 .....	*	.....	8.1	6.1	7.8	12.7	12.3	8.9	3.5	2.6	2.3	17.5
31 .....	*	.....	7.8	.....	8.0	.....	12.2	8.8	.....	2.6	.....	16.6

* River frozen.

† Gauge covered with mud.

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1895.

ARRIVALS.

1895.	Upper Miss.	Lower Miss.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	Total Steamers.	Barges, Coal Barges and Scows.	Tons of Freight Received.	Tons Lumber & Logs by raft received from Up. Miss.
January		2					2	1	280	
February		1					1	1	335	
March	24	100	20	1	1	17	183	136	38,255	
April	60	114	28	9		10	221	145	44,280	5,190
May	69	115	26	13		9	232	154	54,555	5,200
June	95	94	24	10		8	231	120	51,255	14,230
July	95	131	18	5		9	258	98	56,415	18,080
August	95	128	20	1	2	8	252	119	51,990	26,470
September ..	74	100	26	6	1	6	213	87	38,115	13,110
October	83	98	19	1	1	5	207	105	33,185	16,425
November	48	107	13	2			170	120	35,575	
December	6	47	4				57	40	7,905	
Total	649	1,035	198	48	5	72	2,007	1,126	410,145	98,685

DEPARTURES.

1895.	Upper Miss.	Lower Miss.	Illinois.	Missouri.	Tenn.	Ohio.	White, Red and Osage.	Total Depart.	Tons Shipped.
January		1						1	
February		1						1	
March	30	100	19	4	9		1	163	43,075
April	69	109	21	10	13			222	38,666
May	74	99	24	8	10			215	38,415
June	95	97	20	12	8			233	34,960
July	95	11	184	6	10			243	26,960
August	84	118	22	2	8			234	38,000
September ..	71	95	22	6	6			200	33,540
October	81	89	19		3			192	17,375
November	34	19	11	1	5		1	151	16,520
December	5	41	8					49	15,345
Total	639	963	179	49	72		2	1,904	303,355

ARRIVALS AND DEPARTURES FOR SEVENTEEN YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges	Tons of Freight Received	Tons of Lumber and Logs by Raft Received	Years.	Boats.	Tons of Freight Shipped.
1895	2007	1126	410,145	98,685	1895	1904	303,355
1894	2061	1245	455,175	123,355	1894	1993	363,080
1893	2037	1003	472,895	126,510	1893	2009	436,900
1892	2053	1090	556,980	130,220	1892	2013	502,215
1891	1831	1019	450,050	142,090	1891	1845	512,930
1890	1927	1274	530,790	132,790	1890	1910	617,985
1889	2195	1474	543,990	127,695	1889	2211	712,700
1888	2079	1244	597,955	130,855	1888	2076	510,115
1887	2361	1272	652,880	213,165	1887	2323	637,080
1886	2087	1269	570,205	200,785	1886	2102	561,895
1885	1573	1030	479,065	217,860	1885	1823	534,175
1884	2043	999	520,350	240,330	1884	2013	514,910
1883	2240	1185	623,225	231,235	1883	2140	677,340
1882	2537	1310	802,080	271,490	1882	2437	769,905
1881	2426	1525	852,410	356,020	1881	2340	894,025
1880	2871	1321	893,860	198,315	1880	2866	1,038,350
1879	2360	1471	688,970		1879	2392	676,445

RIVER TONNAGE BY MONTHS.

Receipts by River in Tons, 1895.

MONTHS.	Upper Miss.	Lower Miss.	Illinois.	Missouri.	Ohio.	Cumb. & Tenn.	Lumber & Logs by Rail.	Total Tons.
January		280						280
February		335						335
March	1,930	23,420	2,030	100	5,420	5,345		38,255
April	4,550	22,760	5,795	560	8,525	2,090	5,190	49,470
May	3,965	19,410	7,290	640	19,405	3,845	5,200	59,755
June	21,985	19,920	4,740	500	560	3,550	14,230	65,485
July	10,770	40,265	1,750	940	20	2,670	18,060	74,475
August	12,305	32,655	2,965		1,500	2,565	26,470	78,460
September	7,105	23,550	2,480	530		2,450	13,110	49,225
October ...	6,020	23,820	2,285			1,060	16,425	49,610
November ..	9,295	25,060	1,220					35,575
December .	245	7,615	45					7,905
Total ..	78,170	239,090	30,600	3,270	35,440	23,575	98,685	508,830

TONS OF FREIGHT SHIPPED BY RIVER, 1895.

1895.	Upper Miss.	Lower Miss.	Illinois River.	Missouri River.	Ohio River.	Tenn. River.	White, Red and Ouachita Rivers.	Total Tons.
January ..								
February ..								
March	935	37,630	440	400		2,680	990	43,075
April	3,340	30,040	1,160	945		3,180		38,665
May	3,570	28,370	1,570	1,050		3,855		38,415
June	11,095	19,895	550	1,380		2,040		34,960
July	3,460	20,125	1,150	610		1,615		26,960
August	2,655	33,225	510	50		1,560		38,000
September ..	1,805	28,230	550	1,070		1,885		33,540
October ...	1,735	14,925	550			665		17,875
November .	2,185	13,370	560			55	350	16,520
December ..		15,345						15,345
Total ..	30,780	241,155	7,040	5,505	.....	17,535	1,340	303,335

SHIPMENT OF BULK GRAIN BY BARGES TO NEW ORLEANS, 1895.

YEAR.	BOAT.	Wheat. Bushels.	Corn. Bushels.	Package. Freight, Tons.	Bulk, Grain, Tons.	Total Tons.
March 3.	Hy. Lourey & barges	84,348	84,348	2,360	2,360	2,360
" 6.	H. M. Hoxie	35,666	35,666	1,425	1,000	2,425
" 9.	Hy. Lourey	112,500	112,500	3,375	3,375	3,375
" 14.	Hy. Lourey	25,114	25,114	2,420	755	3,175
" 21.	H. M. Hoxie			3,570		3,570
" 21.	My Choice	34,500	74,000		3,110	3,110
" 23.	My Choice	120,000			3,600	3,600
" 29.	S. H. H. Clark	34,500		2,520	1,035	3,555
April 6.	My Choice		114,056		3,190	3,190
" 9.	My Choice		30,784	1,844	861	2,705
" 15.	My Choice	12,000	100,000		3,160	3,160
" 17.	H. M. Hoxie			2,140		2,140
" 25.	S. H. H. Clark			1,716		1,710
May 5.	Hy. Lourey			2,995		2,995
" 5.	My Choice	89,800			2,700	2,700
" 16.	H. M. Hoxie	10,400		1,610	310	1,920
" 23.	S. H. H. Clark			2,170		2,170
June 1.	My Choice			1,770		1,770
" 9.	H. M. Hoxie		25,000	755	700	1,455
" 20.	S. H. H. Clark		45,000	735	1,260	1,995
" 30.	Hy. Lourey			1,980		1,980
July 11.	H. M. Hoxie			865		865
" 17.	S. H. H. Clark		17,375	724	486	1,210
" 27.	Hy. Lourey		40,000	1,485	1,120	2,605
Aug. 3.	H. M. Hoxie		55,189	1,455	1,545	3,000
" 11.	S. H. H. Clark		20,000	1,266	560	1,825
" 21.	Hy. Lourey			2,040		2,040
" 31.	S. H. H. Clark		84,943		2,380	2,380
Sept. 31.	Oakland		24,056	1,890	675	2,565
" 4.	Oakland		102,500		2,870	2,870
" 7.	Oakland		27,500	2,040	770	2,810
" 15.	Hy. Lourey		79,500		2,225	2,225
" 15.	Future City		52,000	1,075	1,555	2,630
" 21.	Exporter		63,146		1,770	1,770
" 21.	Jay Gould			1,065		1,065
Oct. 30.	Jay Gould			1,210		1,210
Nov. 20.	Mary Michael			440		440
Dec. 22.	Jay Gould		16,750		470	470
" 27.	Jay Gould		97,080	530	2,715	3,245
" 31.	Exporter		53,000	1,036	1,764	2,800
Total from St. Louis.....		438,614	1,261,803	44,764	48,321	93,085
Via Belmont and Cairo—						
January.....			41,700		1,165	1,165
February.....		149,778			4,500	4,500
March.....					310	310
May.....					290	290
June.....					250	240
July.....					80	80
August.....					480	480
December.....			760,950	1,006	22,830	23,836
Grand Total.....		588,392	2,054,453	46,169	76,816	123,985

SHIPMENTS BY SOUTHERN BOATS DURING 1895.

ARTICLES.	By New Orleans Boats.	By Memphis and Way Point Boats.	By Tennessee River Boats.
Apples, bbls.....	1,056	250	20
Ale and Beer, pkgs.....	2,733	19,966	1,948
Bagging, pieces.....	56,871	2,340	393
Barley, sacks.....	18	175	.....
Barley, bu.....	.....	.....	.....
Barbed Wire, lbs.....	95,100	604,600	113,400
Butter, lbs.....	3,000	5,860	325
Bran, sacks.....	47,366	1,219	1,543
Cattle, head.....	2	16	1
Corn, sacks.....	37,086	494	6,213
Corn in bulk, bu.....	1,251,803	1,008	.....
Corn Meal, bbls.....	111,242	2,499	299
Cotton, bales.....	.....	.....	.....
Cotton Seed Meal, tons.....	.....	.....	.....
Eggs, pkgs.....	.....	.....	.....
Flour, bbls.....	293,851	23,045	22,931
Hay, tons.....	2,970	488	43
Horses and Mules, head.....	657	1,523	239
Hogs, head.....	29	27	.....
Hominy and Grits, bbls.....	17,790	470	38
Pork, bbls.....	7,873	175	37
Hams, lbs.....	189,811	155,272	51,409
Meats, lbs.....	3,107,995	925,824	257,622
Lard, lbs.....	6,860,872	435,535	345,199
Malt, sacks.....	300	325	.....
Oats, sacks.....	137,062	1,905	12,672
Oats in bulk, bu.....	.....	.....	.....
Onions, pkgs.....	260	394	132
Potatoes, pkgs.....	1,393	4,998	685
Rye, sacks.....	10	30	.....
Rye in bulk, bu.....	.....	.....	.....
Sheep, head.....	.....	.....	.....
Tallow, lbs.....	.....	.....	.....
Tobacco, hhds.....	.....	10	.....
Tobacco, Manfd., lbs.....	69,565	155,790	26,160
Wheat, sacks.....	1,402	5,043	18,458
Wheat in bulk, bu.....	438,614	.....	.....
Whisky, bbls.....	614	1,092	122
White Lead, lbs.....	1,497,850	261,550	47,900
Mdse. and Sundries, pkgs.....	234,660	498,375	182,225
Total tons.....	137,205	103,950	17,535

DATE.

From January 19th to March 4th the river closed by Ice. From October 12th to November 2d no boats running south.

**AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM ST. LOUIS
TO NEW ORLEANS.**

In Sacks by Steamboat.	Wheat in Bulk by Merges.
1895.....	12.50 cts. per 100 lbs.....
	5.95 cts. per bushel.

1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

Digitized by Google

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1895 AND PREVIOUS YEARS.

YEARS,	White Pine Feet.	Shingles. No.	Laths. No.	Pickets. No.	Logs Sup. Feet.	Yel. Pine Feet.	Poplar. Feet.	Cotton- wood. Feet.	Cedar. Feet.
Total, 1893.	74,161,390	24,766,937	18,093,570	1,706,534	8,673,361	12,000	4,290,711	12,091,020	36,801
" 1894.	87,338,323	25,773,000	27,354,460	1,303,500	10,411,105	6,666	5,794,514	10,19,735	.....
" 1895.	86,835,712	27,046,500	27,321,760	701,540	6,973,100	.....	5,472,578	6,723,500	.....
" 1896.	86,493,612	28,046,500	29,203,300	600,000	7,882,880	.....	5,694,327	7,863,824	.....
" 1897.	80,211,799	41,031,750	30,231,050	1,114,488	5,207,180	101,500	7,694,388	11,109,653	.....
" 1898.	71,793,010	43,349,150	30,336,930	603,688	5,207,180	257,500	10,629,000	15,666,000	.....
" 1899.	71,935,830	43,349,150	21,386,360	603,688	8,703,778	191,000	10,629,000	15,666,000	.....
" 1899.	70,311,387	35,743,570	21,636,307	271,744	8,703,778	191,000	10,629,000	15,666,000	.....
" 1897.	131,460,066	70,373,735	43,034,705	474,660	6,278,500	173,700	8,471,041	8,739,000	.....
" 1896.	124,454,170	48,482,005	37,154,405	862,390	6,667,000	73,700	6,421,692	3,995,400	.....
" 1895.	131,753,657	68,582,887	51,137,507	571,458	6,667,000	97,000	6,421,692	3,995,400	.....
" 1884.	134,739,928	74,570,633	41,287,829	314,488	5,378,711	.....	3,849,312	3,882,978	.....
" 1883.	129,492,639	60,076,671	28,953,100	1,101,630	5,063,146	.....	10,266,093	1,700,000	.....

YEARS.	Cypress. Feet.	Sycamore. Feet.	Ash. Feet.	Oak. Feet.	Walnut. Feet.	Gum. Feet.	Maple. Feet.	Hickory. Feet.	Cherry. Feet.	Elm. Feet.	Birch. Feet.
Total, 1895.	2,497,884	110,000	1,313,004	2,672,274	53,000	213,500	7,000	56,800	3,400	41,250	4,000
" 1894.	814,857	90,141	1,282,991	2,262,180	176,430	250,480	18,600	41,329	48,500	10,700	.....
" 1893.	864,361	199,000	1,507,340	1,926,305	237,670	198,000	16,600	75,000	48,500	225,700	.....
" 1892.	965,745	1,515,766	2,109,778	4,405,934	610,498	411,700	99,500	97,360	7,000	43,500	.....
" 1891.	2,066,210	1,427,470	1,567,516	2,834,120	505,168	501,700	18,500	27,500	7,000	147,200	.....
" 1890.	1,460,890	877,670	3,959,000	3,646,523	581,583	591,000	60,400	46,000	38,900	.....	.....
" 1889.	434,000	967,600	2,859,000	1,299,700	457,870	799,600	257,600	254,000	7,000	.....	.....
" 1898.	557,000	146,000	4,096,000	1,783,079	1,108,870	435,000	284,000	258,000	7,000	.....	.....
" 1897.	526,100	250,500	1,926,305	1,783,079	1,108,870	435,000	284,000	258,000	7,000	.....	.....
" 1896.	230,737	250,500	1,926,305	1,783,079	1,108,870	435,000	284,000	258,000	7,000	.....	.....
" 1895.	283,772	271,000	1,313,004	2,672,274	53,000	213,500	7,000	56,800	3,400	41,250	4,000
" 1894.	283,772	.....	1,313,004	2,672,274	53,000	213,500	7,000	56,800	3,400	41,250	4,000
" 1893.	287,600	.....	1,313,004	2,672,274	53,000	213,500	7,000	56,800	3,400	41,250	4,000

RIVER ACCIDENTS, 1895.

- Jan. 6.—A wharfboat at Bayou Sara, La., sunk; loss, \$7,000.
- Jan. 7.—A sudden rise in the Alleghany River caused a loss of \$40,000 to coal boats.
- Jan. 7.—The steamer Oneida was sunk by the ice in the Kanawha River; loss, \$10,000.
- Jan. 11.—The steamer Paul Tulane struck snag in Lower Mississippi River; damage slight.
- Jan. 13.—The river closed at this port, Sunday, 9:15 a. m.
- Jan. 14.—Steamer Longfellow ran into R. R. bridge at Cincinnati; slight damage.
- Jan. 15.—The towboat Boaz struck rocks in the Ohio River, sinking 23 coal boats; loss, \$25,000.
- Jan. 17.—The towboat Coal Bluff sank six coal boats in the Ohio River; loss, \$9,000.
- Jan. 19.—Steamer Nat F. Dartch sank in the Red River; was raised.
- Jan. 20.—Steamer State of Missouri struck rocks and sank in the Ohio River; loss, \$3,000. Eight passengers reported lost.
- Jan. 27.—The transfer steamer J. F. Joy sank in Lower Mississippi; loss, \$5,000.
- Jan. 27.—The towboats Thos. Reese, No. 2, and Mariner encountered high winds in the Lower Mississippi, and lost 20 coal boats; loss \$30,000.
- Feb. 8.—Steamer Cyclone was partly wrecked by a gasoline explosion, in the St. Francois River; loss, \$4,000. Several passengers injured.
- Feb. 25.—Transfer steamer Susie Brown was sunk by the ice in the Ohio River; was raised.
- Mar. 1.—The towboat Pacific, No. 1, was sunk by the ice in the Ohio River; loss, \$8,000.
- Mar. 1.—The steamer Marcus Collins sank near New Orleans; loss, \$10,000.
- Mar. 2.—Steamer Nat F. Dartch sank in the Red River; loss, \$15,000.
- Mar. 3.—Steamer B. S. Rea burst a steam pipe; three of the crew scalded.
- Mar. 3.—Steamer Laura Blanks was destroyed by fire at New Orleans; loss \$8,000.
- Mar. 5.—The towboat Geo. Shiras struck R. R. bridge in the Ohio River and sank three coal boats; loss \$5,000.
- Mar. 8.—Steamer Longfellow struck R. R. bridge at Cincinnati and sank; loss \$25,000. Eleven lives lost.
- Mar. 8.—Steamer Rosedale struck rocks in Ohio River and sank; loss, \$10,000.

- Mar. 11.—Steamer Gamma sank in the Red River; loss, \$7,000.
- Mar. 12.—The barge La Belle and cargo were destroyed by fire in the St. Louis harbor; loss, \$7,000.
- Mar. 16.—Steamer Glenn Vaughen was destroyed by fire in the Lower Mississippi River; loss, \$8,000.
- Mar. 25.—The towboat Smoky City sank 20 coal boats in the Mississippi River, near Cairo; loss, \$30,000.
- Mar. 28.—The ferryboat Acorn was destroyed by fire in the Ohio River; loss, \$4,000.
- April 3.—The steamer Iron Queen was destroyed by fire in the Upper Ohio River; loss, \$75,000.
- April 24.—The towboat Ocean Wave was destroyed by fire, in the Lower Mississippi River; loss, \$6,000.
- May 3.—Steamer E. B. Wheelock sank in the Red River; loss, \$20,000.
- May 14.—The towboat Rescue exploded her boilers in the Ohio River; damage to boat, \$6,000.
- June 21.—The steamer Alice S. was destroyed by fire in the Illinois River; loss, \$5,000.
- July 6.—The steamer Lady Lee sank near Memphis; loss, \$25,000.
- July 14.—The steamer Assumption sank near New Orleans; loss, \$10,000.
- July 19.—The towboat Uncle Billie sank in the St. Francois River; loss, \$4,000.
- Aug. 5.—The steamers Big Sandy and Carrollton, with several wharf boats, were destroyed by fire at Cincinnati; loss, \$100,000.
- Aug. 20.—The steamer John D. Scully was destroyed by fire at New Orleans; loss, \$5,000.
- Aug. 31.—The steamer Benton sank in the Lower Missouri River; was raised.
- Sept. 1.—The steamer Marco sank in the Lower Mississippi River; loss, \$2,500.
- Sept. 19.—The steamer St. Lawrence sank in the Ohio River; loss, \$20,000.
- Oct. 16.—The steamer Resolute sank in the Lower Mississippi River; loss, \$15,000.
- Oct. 19.—The steamer Alvin sank in the Lower Mississippi River; loss, \$18,000.
- Nov. 9.—The steamers S. B. Rae, Sidney Dillon and Scotia were destroyed by fire at Cincinnati; loss, \$40,000.
- Nov. 26.—The towboat Jennie Campbell sank in the Lower Mississippi River; loss, \$30,000.
- Nov. 28.—Fifteen loaded coal boats were destroyed by grounding in the Ohio River; loss, \$20,000.

SPANISH AMERICAN TRADE OF ST. LOUIS.

Prepared by the Secretary of the St. Louis Spanish Club.

St. Louis is awakening to an understanding of her great commercial situation geographically. Probably in no one year has there been as much interest taken in the export business to Mexico, Central and South America as in the current year.

For a few years, some pioneers associated at the St. Louis Spanish Club, have made St. Louis' commercial features known throughout Mexico and Central America, with a persistency impelled by a firm belief in a successful end; they have made St. Louis the most favorably known of the American cities. St. Louis goods are popular in these cities, and the sentiment of dealing in them grows fast. A few years since it was the exception that anything came from the States, but now the ties with Europeans are fast being broken, and the Spanish-speaking merchants are placing their confidence and orders with their Northern neighbors.

As an illustration of this, the Charge D'Affaires of Costa Rica reports that three years ago 85 per cent. of Costa Rica's trade went to Europe, and 15 per cent. to the United States; the last statistics show that 85 per cent. is now done by the United States and England, and Germany gets the 15 per cent.

The actual business done by St. Louis is difficult to determine, for the reason that at the border the payments of duty have to be arranged, and the custom prevails of the consignee's having the Consular invoices prepared at the same time and cleared by the resident Consul.

Therefore, Laredo, El Paso, Eagle Pass, Mobile and New Orleans, in the Treasury reports (as recorded by payment of duties, both by the United States and Mexican ports) credit the border reshipment point with the sale, instead of the city where the shipment originates.

That the business is rapidly growing there is no question, as is evidenced in many ways, and it is not unusual that the first purchases by foreign merchants in the United States, is frequently heard of in this city. Acquaintance once made and started it grows. The commercial integrity of Spanish-American merchants is unsurpassed by those of any nations; failures are few and fraudulent failures are almost unknown. The building of railroads, which opens up new country, and usually has a connection with us, by rail or steamer, is a most potent factor in the growth of the St. Louis export trade. There are five most excellent routes to Mexico, and each one of the Central and South American Republics is reached by our new

commercial marine, the increase of which, in vessels, has been remarkable within the past few years.

The time of delivery of both freight and passengers between our cities and their capitals and business cities of our neighbors has been greatly lessened during the year; thus are we drawing nearer to each other, and in this way is the merchant able to buy more frequently, carry less stock, and pay his accounts in a shorter time. The freight and passenger rates have also been reduced.

The St. Louis Spanish Club has secured, within the year, the appointment of two new Consuls, those of Argentine and Costa Rica, Honduras, Guatemala and Nicaragua, have each promised the election of resident Consuls. These, with Mexico and Brazil represented, give the Spanish-Americans an able representation in this market, and these Consuls are making it their business to acquaint their countries with the desirability of this as a market.

The preparation of the first St. Louis Export and Import Directory, by the St. Louis Spanish Club, is now in progress, the object being to list all such firms in a neat, attractive work, illustrative and descriptive of St. Louis, and distribute 10,000 to 15,000 copies directly to the commercial class of our neighboring Republics.

St. Louis capital and St. Louis men are well-known factors all through Mexico, and to some extent in Central America. Railroads, oil companies, breweries, coffee plantations, furniture factories and cotton mills are among the enterprises that are manned by and invested in by St. Louisans. No other American city is so strongly identified. This, and the fact that the St. Louis merchants and manufacturers courteously show an interest in their neighbor, paves the way for the transaction of business. The American colonies in the principal cities have created a demand for American goods, and the English and German storekeepers have been obliged to cater to their fancy; in this way the Mexicans are learning to like our styles and makes of goods, which accounts for part of the continued growth of the business, in spite of the protests of the English and German merchants, who are the most numerous storekeepers, not only of Mexico, but nearly all the Spanish-speaking countries with whom we seek business.

The establishment of St. Louis manufactures sample rooms is a subject under serious consideration, and if competently managed, would prove a success; and much has already been accomplished looking toward the collection in St. Louis of a Museum of Commercial Commodities of Mexico, Cuba and the Spanish and South American Republics.

The following statistic, corrected to January 11, 1896, for eleven months of 1895, ending in November, shows a remarkable increase in

EXPORTS FROM THE UNITED STATES TO MEXICO.

Article.	1894.	1895.	Increase.
Agricultural Implements.....\$	90,309	\$ 119,681	\$ 29,372
Hogs	5,730	67,910	62,180
Corn	136,726	194,983	58,257
Carriages, Cars, etc.....	96,504	398,932	302,428
Cloths	269,006	377,995	108,989
Cotton Manufactures.....	128,117	234,324	106,207
Fruits, Canned and Dried.....	49,381	63,678	14,297
Builders' Hardware.....	306,551	338,657	32,106
Machinery	1,516,887	1,794,595	277,708
Sewing Machines.....	133,263	162,336	29,073
Leather	16,415	21,177	4,762
Lard	93,916	157,880	63,964
Seeds	5,382	15,442	10,060
Lumber	318,476	552,727	234,251
Furniture, Doors, Sashes, etc.....	188,467	312,339	123,872
Tobacco Manufactures.....	121,992	153,809	31,817
Cotton-Seed Oil.....	279,773	354,749	74,976
Mineral Oil.....	282,011	390,443	108,432

EXPORTS FROM UNITED STATES TO CENTRAL AMERICA.

			Increase.
Costa Rica.....	\$ 918,561	\$ 959,549	
Guatemala.....	1,903,013	2,632,162	
Honduras	528,621	566,436	
Nicaragua	940,514	1,088,871	
Salvador	1,043,276	1,365,642	\$1,289,095

FOREIGN GRAIN TRADE.

The export grain trade of St. Louis for the year 1895 was quite satisfactory, although the conditions of the business were quite unusual. Heretofore the movement has been principally by river to New Orleans, that being the cheaper route, but, for various reasons, the business was turned into other channels during the past season.

The principal factor was the low stage of water in the Mississippi River, which practically suspended all movement by that route.

Then the failure of the corn crop of 1894 in the States west of the river, from which St. Louis receives the bulk of her supplies, made prices, during the first months of 1895, above export value, the States east of the river being able to supply the Eastern market at less prices.

The immense corn crop of 1895, resulting in extremely low prices, did not move with any freedom from the States west of the river, farmers and dealers preferring to crib, rather than accept prevailing values.

In wheat there was little movement, as the short crop of winter wheat did not leave any surplus for export.

The grain exporters of St. Louis did not, however, abandon the field, but looked to other points to fill their engagements.

The amount of corn exported via New Orleans was 8,795,708 bushels, the largest since 1890. A good proportion of this was for St. Louis account, having been purchased by St. Louis dealers largely in Illinois, Ohio and Indiana, and to some extent in Kansas and Nebraska, and forwarded to New Orleans by rail, thus keeping up the grain trade of this city with foreign countries.

The position of this city as an exporter of grain is well established, and will be maintained, even when the low stage of the river compels shipments to the Gulf ports by rail.

The movement via the Atlantic Seaboard was, as usual, considerable, amounting to 455,933 bushels of wheat and 2,005,404 bushels of corn, most of which went to Europe. A shipment of 23,573 bushels of corn went to Cuba, and another of 19,000 bushels to Mexico.

The export demand for corn has been good, and will doubtless continue at present low prices.

FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS AND
RIVER FOR THE YEAR 1895.

DESTINATION.	Flour, barrels.	Wheat bushels.	Corn, bushels.	Oats, bushels.
To England.....	983,322	.....	18,000	.....
To Germany.....	3,690	.....	.....	800
To Scotland.....	71,345	.....	.....	.....
To Ireland.....	58,265	.....	.....	1,800
To Denmark.....	330	.....	.....	.....
To Norway.....	32,735	.....	.....	.....
To Holland.....	5,185	.....	.....	.....
To Belgium.....	9,560	.....	.....	.....
To Finland.....	495	.....	.....	.....
To Newfoundland.....	35,555	.....	.....	.....
To Canada.....	2,740	1,333	5,171	.....
To Cuba.....	71,316	.....	23,573	1,300
To Central America.....	5,884	2,000	.....	.....
To South America.....	7,170	.....	.....	.....
To Mexico.....	.....	.....	19,000	.....
To Porto Rico.....	250	.....	.....	.....
To Seaboard for Export.....	22,375	452,600	1,939,660	.....
Total for Export by Rail..	393,217	455,933	2,005,404	3,900
Total for Export by River..	.....	438,614	1,252,811	.....
Total	393,217	894,547	3,258,215	3,900

EXPORTS OF WHEAT FROM THE UNITED STATES.

FROM	1892.	1893.	1894.	1895.
	Bushels.	Bushels.	Bushels.	Bushels.
New York.....	45,312,553	36,437,499	22,913,106	20,339,263
San Francisco.....	23,039,572	18,052,294	11,876,083	18,442,605
Baltimore.....	16,074,292	13,048,702	8,448,448	3,977,261
Philadelphia.....	6,876,608	5,657,398	4,204,412	1,537,226
New Orleans.....	10,336,196	12,896,734	2,925,541	836,202
Duluth and Superior....	1,139,351	648,471	2,789,432	2,908,590
Willamette.....	5,920,590	5,504,970	6,266,998	8,237,944
Boston.....	2,196,782	3,934,125	3,861,876	4,810,384
Newport News.....	1,814,024	2,079,060	2,365,402	1,185,400
Puget Sound.....	5,600,991	3,594,375	4,567,264	3,172,524
Chicago.....	1,128,915	1,422,770	1,544,462	222,000
Galveston.....	.....	1,310,950	135,137	.....
All other districts.....	2,881,237	3,790,221	626,389	1,135,287
Total bushels.....	129,638,934	108,377,569	72,523,389	66,804,686

EXPORTS OF CORN FROM THE UNITED STATES.

FROM	1892.	1893.	1894.	1895.
	Bushels.	Bushels.	Bushels.	Bushels.
New York.....	18,293,353	13,551,247	11,013,265	19,626,817
New Orleans.....	7,380,678	6,506,333	5,441,448	8,756,706
Baltimore.....	18,895,907	7,486,403	7,768,377	9,645,758
Boston.....	2,811,277	5,505,966	3,896,933	5,320,083
Philadelphia.....	19,454,590	3,985,406	2,529,809	3,307,412
Newport News.....	1,026,098	2,560,088	4,822,738	4,866,335
Chicago.....	2,251,094	7,832,350	1,649,408	2,102,074
Miami.....	244,433	882,233	664,752	789,174
Galveston.....	14,775	98,508	5,412	1,233,477
Norfolk.....	.....	.....	1,044,988	3,545,363
All other districts.....	7,098,884	6,735,384	2,969,581	2,763,438
Total bushels.....	77,471,179	55,143,918	41,806,711	61,956,638

**STATEMENT OF BULK GRAIN EXPORTED FROM NEW ORLEANS,
DURING 1895 AND COMPARATIVE FOR PREVIOUS YEAR.**

To	1895. Corn.	1895. Wheat.
England	4,336,285	256,333
France.....	1,615,100	240,032
Germany	809,100	15,721
Denmark	759,975	98,671
Holland	633,723	44,904
Ireland	465,700	.....
Belgium	149,125	187,150
Spain	26,700	.....
Total bushels, 1895.....	8,795,708	848,751
Total bushels, 1894.....	5,263,871	2,885,670
Total bushels, 1893.....	6,257,383	12,791,477
Total bushels, 1892.....	6,791,233	14,334,498
Total bushels, 1891.....	1,941,853	10,014,351
Total bushels, 1890.....	11,978,678	1,358,753
Total bushels, 1889.....	13,601,830	1,067,864
Total bushels, 1888.....	5,599,663	1,056,892
Total bushels, 1887.....	7,201,231	4,390,126
Total bushels, 1886.....	8,155,943	988,626
Total bushels, 1885.....	7,529,257	24,148

**SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW
ORLEANS FOR TWENTY-ONE YEARS.**

Year.	Wheat, bu.	Corn, bu.	Rye, bu.	Oats, bu.	Totals.
1895	438,614	1,251,803	.....	.....	1,690,417
1894	1,042,193	1,263,310	.....	40,000	2,345,503
1893	3,710,360	3,293,808	.....	75,430	7,079,598
1892	5,149,708	3,228,645	.....	36,587	8,414,940
1891	6,940,215	1,482,731	45,600	.....	8,468,546
1890	1,409,440	8,717,849	.....	89,960	10,217,244
1889	1,651,950	12,398,955	17,432	89,707	14,158,046
1888	1,247,952	5,844,042	.....	160,584	7,252,578
1887	3,973,737	7,365,340	.....	217,722	11,556,799
1886	743,439	7,501,730	.....	598,755	8,834,924
1885	50,000	8,180,039	36,093	401,787	8,667,919
1884	1,318,688	4,496,785	344,864	487,221	6,647,558
1883	1,435,043	9,029,509	205,430	389,826	11,059,508
1882	5,637,391	2,529,712	15,994	150,320	8,333,417
1881	4,197,981	8,640,720	22,423	132,823	12,993,947
1880	5,913,272	9,804,392	45,000	.....	15,762,664
1879	2,390,897	3,585,589	157,424	30,928	6,164,838
1878	1,876,639	2,857,056	609,041	108,867	5,451,603
1877	351,453	3,578,057	171,843	.....	4,101,353
1876	37,142	1,737,237	.....	.....	1,774,379
1875	135,961	172,617	.....	.....	308,578

**CAPACITY OF THE ST. LOUIS AND MISSISSIPPI VALLEY TRANSPORT-
ATION CO. "BARGE LINE."**

Tow Steamers.....	10
Barges	80
Capacity for bulk grain, to float at one time.....	4,000,000 bushels.
Capacity for moving to New Orleans monthly.....	2,500,000 bushels.

**AVERAGE RATES OF FREIGHT ON WHEAT IN CENTS PER BUSHEL BY
STEAMER FROM ST. LOUIS TO LIVERPOOL VIA
NEW ORLEANS, 1894 AND 1895.**

MONTH.	St. Louis to N. O. pr bush.		N. O. to Liver- pool pr bush.		Total St. L. to Liverpool.	
	1894.	1895.	1894.	1895.	1894.	1895.
January.....	7½	7½	9—10	8½	17	15½
February.....	6½	6½	8—9½	7	15½	13½
March.....	6½	5½	7—9½	7½	13½	13
April.....	5½	5½	7½	6½	9½	12
May.....	5	5	4—6½	3	10½	8
June.....	5	5	2—3	nom.	7½	nom.
July.....	5½	5½	3—4	3½	9	8½
August.....	6	6	4—5	5½	10½	11½
September.....	*	6	4—4½	5½	10½	11½
October.....	*	*	1½ 3	6½	8½	*
November.....	*	*	7½ 8	7½	14½	*
December.....	6½	7	8—9	8	15	15

* During September, October and November, 1894, and October and November, 1895, navigation was suspended on account of ice.

**AVERAGE RATES OF FREIGHT ON WHEAT IN CENTS PER BUSHEL FROM
ST. LOUIS TO LIVERPOOL VIA RAIL TO NEW YORK
DURING 1894 AND 1895.**

MONTH.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1894.	1895.	1894.	1895.	1894.	1895.
January.....	17.40	17.40	6½	2½	23.65	19.77½
February.....	17.40	13.80	4¾	3½	22.15	17.67½
March.....	13.80	13.80	4½	4½	18.42½	18.17½
April.....	13.80	13.80	4½	3½	18.05	17.67½
May.....	13.80	13.80	2¾	3½	16.17½	17.30
June.....	13.80	13.80	3½	2¾	17.30	16.05
July.....	13.80	13.80	2½	3½	16.67½	17.03½
August.....	13.80	13.80	1½	3½	15.42½	17.67½
September.....	13.80	13.80	1¾	4½	15.55	18.55
October.....	13.80	13.80	2½	5½	16.05	19.62½
November.....	16.20	13.80	5½	6½	21.82½	20.17½
December.....	17.40	13.80	5½	6½	22.27½	20.17½

**AVERAGE RATE OF FREIGHT ON
WHEAT PER BUSHEL BY STEAMER
FROM NEW ORLEANS TO LIVERPOOL
DURING 1894 AND 1895.**

MONTH.	Rates in Cents.	Rates in Cents.
	1894.	1895.
January.....	9c. to 10c.	7½ to 9
February.....	8c. to 9½c.	6 to 8
March.....	7c. to 9½c.	7 to 8
April.....	7½c.	6 to 7
May.....	4c. to 6½c.	nom.
June.....	2c. to 3c.	3 to 3½
July.....	3c. to 4c.	4½ to 7
August.....	4c. to 5c.	4½ to 6
September.....	4c. to 4½c.	6 to 7½
October.....	1½c. to 8c.	6 to 9½
November.....	7½c. to 8c.	6 to 10
December.....	8c. to 9c.	.....

**AVERAGE RATE OF FREIGHT ON
WHEAT PER BUSHEL BY STEAMER
FROM NEW YORK TO LIVERPOOL
DURING 1894 AND 1895.**

MONTH.	Rate in Cents.	Rate in Cents.
	1894.	1895.
January.....	6½c.	2½
February.....	4½c.	3½
March.....	4½c.	4½
April.....	4½c.	3½
May.....	2½c.	3½
June.....	3½c.	2½
July.....	2½c.	3½
August.....	1½c.	3½
September.....	1½c.	4½
October.....	2½c.	5½
November.....	5½c.	6½
December.....	5½c.	6½

AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA
RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sacks per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, on Wheat per bushel.	Via New York, on Wheat per bushel.
1877	21	8½	41	.....	.....
1878	17½	7½	38	.....	.....
1879	18	7½	33½	.....	.....
1880	19	8½	42	.....	.....
1881	20	6	32	.....	.....
1882	20	6½	29½	22½	23½
1883	17½	5½	33	19½	27
1884	14	6½	26	14½	21½
1885	15	6½	22½	15½	20½
1886	16	6½	29	16½	24
1887	18½	6	32½	15	24½
1888	15	6½	*29½	15½	22.95
1889	17.93	5.95	28½	17½	24.97
1890	15.66	6.58	27½	14½	21.48
1891	16.28	6.87½	29	15½	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.73	11.69	18.71
1895	18.00	5.95	23.57	12½	18.33

*These figures represent published rates. At times during the year the rate was as low as 20c. per 100 lbs., making the average rate St. Louis to Liverpool via New York at times as low as say 17½ cents per bushel on wheat.

The rail rate for 1895 is published rates. Lower rates prevailed most of the year but could not be ascertained.

COTTON.

The cotton trade for St. Louis for the year ending August 31, 1895, shows a marked increase, notwithstanding the fact that the net receipts were less than the previous year. The gross receipts were 926,285 bales, the largest by far in the history of the cotton trade of this city, and 338,631 bales in excess of the receipts at Memphis. While it is true that of the receipts, 781,694 bales were through shipments, it is still a fact that a very material portion of the through shipments were for St. Louis account, having been bought in the South by St. Louis factors and buyers and forwarded on through bills of lading, at less rates than the sum of the locals to St. Louis and from St. Louis to Eastern points. It is not feasible to ascertain the amount thus handled for St. Louis account, but such shipments added to the 144,591 bales received locally would show quite an increase in the local cotton business of St. Louis.

The largest receipts were, as usual, from Arkansas, 407,812 bales. Texas followed next with 348,695 bales. Tennessee furnished 59,774 bales; Mississippi, 53,123 bales; Alabama, 7,364 bales, and Louisiana, 24,237. The balance of the receipts came from Missouri, Indian Territory, Kentucky, Kansas and Oklahoma, as will be seen by reference to the table of receipts on a subsequent page.

The shipments, as reported, aggregated 999,919 bales. Of this amount, 296,455 bales were exported to Europe, 44,415 bales to Canada, and the balance shipped locally, mostly to Eastern points.

The year ending August 31st will be long remembered as the year of the lowest value ever reached on this staple. In New Orleans the lowest point reached was 4½ cents per pound, while in St. Louis the minimum price reached was 5 cents per pound, in November and December, 1894.

By reference to the comparative statement on a subsequent page, it will be seen that, counting receipts and shipments for the year and the stock in store at the opening and close of the season, there is a discrepancy of 63,406 bales, the shipments being that amount in excess of the receipts. A most diligent inquiry of the transportation companies has failed to locate the error, so the figures of receipts and shipments, as furnished the Merchants' Exchange, are given with this explanation.

TABLE SHOWING THE
GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

Season.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1894-95	926,285	781,694	144,591
1893-94	625,421	462,032	163,389
1892-93	474,024	301,186	172,838
1891-92	723,628	425,737	297,891
1890-91	706,469	400,454	306,015
1889-90	538,910	311,823	227,087
1888-89	584,572	323,619	260,953
1887-88	520,292	271,028	249,264
1886-87	411,832	167,698	244,134
1885-86	472,682	246,017	226,665
1884-85	291,056	103,312	187,744
1883-84	297,122	80,599	216,523
1882-83	456,858	160,098	296,760
1881-82	369,579	129,060	240,519
1880-81	398,939	97,586	301,353
1879-80	496,570	172,286	324,284
1878-79	335,799	117,083	218,716
1877-78	248,356	61,561	187,295

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1894-95.

Months.	Receipts.			Shipments.
	Local.	Through.	Total.	
September	2,088	6,626	8,714	15,217
October	28,095	138,979	167,074	129,300
November	44,658	206,635	251,293	231,282
December	40,418	155,898	196,316	227,910
January	10,380	77,726	88,106	103,823
February	4,473	59,658	64,131	72,792
March	7,390	68,235	75,625	81,986
April	3,941	38,757	42,698	67,375
May	1,557	14,421	15,978	33,049
June	806	7,812	8,620	14,223
July	648	5,501	6,149	12,096
August	135	1,446	1,581	10,866
Total bales	144,591	781,694	926,285	999,919

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

Routes.	1894-95	1893-94	1892-93
St. Louis, Iron Mountain & Southern R. R.	416,598	271,267	250,465
Missouri Pacific R. R.	66	20	1,688
Mobile & Ohio R. R.	72,789	114,318	92,652
St. Louis and San Francisco R. R.	77,982	70,350	56,764
Cairo Short Line and Illinois Central R. R.	19,277	17,306	21,053
Chicago & Alton Railroad (West)	550	51	1,785
Wabash Railroad (West)	565	247	5,457
*Keokuk & Northwestern Railroad	.....	75,290	3,498
Louisville and Nashville R. R.	744	.....	222
Lower Mississippi River Boats	7,842	2,137	3,605
Cumberland and Tennessee River Boats	1,371	1,308	1,259
St. Louis and Southwestern R. R.	119,682	35,899	35,586
Missouri, Kansas & Texas Railroad	208,819	37,228	.....
Total Bales	926,285	625,421	474,024

*From September 1, 1893, to January 1, 1894, the receipts from M., K. & T. R. R. were delivered by the Keokuk Line, and are credited to that road.

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FIVE YEARS.

	1894-95. Bales.	1893-94. Bales.	1892-93. Bales.	1891-92. Bales.	1890-91. Bales.
From Arkansas.....	407,812	269,857	220,371	367,492	375,625
“ Texas.....	348,695	251,924	147,667	162,482	140,450
“ Missouri.....	17,028	12,144	15,663	27,291	23,963
“ Tennessee.....	59,774	32,414	85,337	38,441	43,298
“ Mississippi.....	63,123	43,746	26,747	49,010	62,408
“ Indian Territory.....	6,243	10,269	7,972	13,068	13,448
“ Alabama.....	7,364	9,522	8,449	28,922	33,469
“ Kentucky.....	201	1,067	80	170	474
“ Louisiana.....	24,237	14,130	11,110	12,795	12,333
“ Kansas.....	52	44	105	230	484
“ Oklahoma.....	1,736	304	624	1,721	569
Total Receipts.....	926,285	625,421	474,024	723,628	706,466

DIRECTION OF SHIPMENTS.

	1894-95. Bales.	1893-94. Bales.	1892-93. Bales.	1891-92. Bales.	1890-91. Bales.
For Export to England.....	262,945	171,205	86,545	176,494	185,498
“ Germany.....	23,374	5,907	5,517	11,292	10,538
“ France.....	2,116	603	6,976	4,834	9,919
“ Belgium.....	2,232	924	600	1,643	4,696
“ Holland.....	540	100	.....	.....	390
“ Russia.....	.....	.....	.....	887	2,060
“ Italy.....	621	.....	234	458	300
“ Switzerland.....	346	.....	200	50	14
“ Scotland.....	.....	.....	.....	.....	.....
“ Austria.....	.....	.....	.....	.....	95
“ Saxony.....	.....	.....	.....	.....	253
“ Nova Scotia and N. Brunswick	1,116	100	.....	.....	.....
“ Ireland.....	.....	.....	.....	.....	500
“ Japan.....	3,166	.....	.....	.....	.....
Total exported by rail via Atlantic seaboard.	296,455	178,839	100,072	195,678	214,253
Shipments Eastward, by rail for consum'tn.	645,268	401,223	374,275	448,792	442,680
“ to Canada.....	44,415	28,944	24,576	36,214	36,874
“ Southward, by N. Orleans boats.	.....	.....	.....	.....	.....
“ by rail, local.....	5,320	710	880	1,306	725
“ Westward, by rail and boats.....	.....	5	50	905	368
“ Northward, by boat and rail.....	8,461	2,611	1,043	2,894	610
Total Shipments.....	999,919	612,332	500,898	685,789	695,720

SHIPMENTS OF COTTON BY EACH ROUTE FOR FOUR COTTON YEARS.

ROUTE.	1894-95. Bales.	1893-94. Bales.	1892-93. Bales.	1891-92. Bales.
Baltimore & Ohio Southwestern.....	112,737	10,045	22,633	56,271
Cleveland, Cin., Chicago & St. Louis Road.....	164,957	72,439	42,416	136,274
Wabash Railway.....	194,942	116,041	84,000	74,861
Vandalia Line.....	191,906	190,792	155,764	140,039
Chicago, Peoria & St. Louis Railroad.....	1,041	337	799	2,793
Chicago & Alton Road.....	230,985	141,622	121,067	127,777
Louisville & Nashville Road.....	2,218	200	927	1,129
Cairo Short Line.....	.....	.....	1,706	184
Toledo, St. Louis & Kansas City Road.....	90,611	77,667	70,294	142,200
Chicago, Burlington & Quincy Road.....	7,389	2,243	799	89
Mobile & Ohio Road.....	.....	.....	25	.....
Louisville, Evansville & St. Louis Road.....	3,102	610	152	3,322
St. Louis, Iron Mountain & Southern R. R.....	.....	.....	.....	.....
Keokuk & St. Louis Road.....	.....	.....	179	.....
Upper Mississippi River Boats.....	81	31	67	46
New Orleans Boats.....	.....	.....	.....	.....
By Rail, Westward.....	.....	5	50	905
Total.....	999,919	612,332	500,898	695,720

COMPARATIVE STATEMENT.

RECEIPTS, SHIPMENTS, STOCK AND CONSUMPTION OF COTTON FOR FIVE YEARS..

	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.
Receipts.....	926,285	625,421	474,008	723,628	706,469
Stock on hand Sept. 1...	17,899	19,502	46,402	10,755	574
Pickery Cotton.....			2,815	2,051	2,492
Total, bales.....	944,184	644,923	522,723	736,414	709,535
Shipments.....	999,919	612,852	500,898	685,889	695,720
City consumption.....			872	2,788	2,021
In compresses August 31	7,671	17,899	19,502	46,402	10,735
Unaccounted for.....		14,692	1,951	255	1,059
Burned.....				1,180	
Total bales... ..	1,007,590	644,923	522,723	736,414	709,535

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending, August 31.	Receipts. Bales.	Shipments. Bales.	Stock. Bales
1895	161,219	171,451	7,671
1894	168,571	170,201	17,899
1893	177,834	204,734	19,502
1892	310,344	274,177	46,402
1891	309,273	299,112	10,735
1890	231,288	231,266	574
1889	270,848	274,246	512
1888	256,809	257,044	3,910
1887	258,234	264,110	4,140
1886	240,133	231,868	9,924
1885	203,584	203,493	1,609
1884	228,414	231,484	1,518
1883	304,300	301,451	4,588
1882	249,115	265,637	1,739
1881	317,195	316,537	8,225

COMMERCIAL CROP BY STATES, IN THOUSANDS, AS REPORTED BY THE NEW ORLEANS COTTON EXCHANGE.

	1894-95.	1893-94.	1892-93.
Alabama.....	1,000	925	640
Arkansas.....	50	625	615
Florida.....	60	50	45
Georgia.....	1,800	1,125	830
Louisiana.....	600	400	445
Mississippi.....	1,200	916	870
North Carolina.....	465	425	325
South Carolina.....	300	750	550
Tennessee.....	350	275	290
Texas and Indian Territory.....	3,276	2,059	2,100
Total crops—bales.....	9,901	7,550	6,700

TABLE SHOWING THE HIGHEST AND LOWEST
PRICES OF MIDDLING COTTON EACH MONTH FOR FOUR YEARS.

MONTHS.	1894-95.		1893-94.		1892-93.		1891-92.	
	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest
September.....	5 7-8	6 5-8	7 1-4	8 1-8	7	7 1-2	8	8 1-2
October.....	5 5-16	6 3-4	7 11-16	8 1-8	7 9-16	7 7-8	8	8 7-16
November.....	5	5 1-2	7 1-2	7 12-16	7 3-4	10	7 1-2	8
December.....	5 1-8	5 3-8	7 1-4	7 9-16	9 3-4	10	7 2-16	7 9-16
January.....	5 1-16	5 1-8	7 5-16	7 7-8	9 7-16	9 12-16	6 7-8	7 3-16
February.....	5 1-16	5 1-8	7 1-4	7 1-2	9 7-16	9 7-16	6 9-16	6 15-16
March.....	5 1-8	5 13-16	7 1-4	7 3-8	8 1-2	9 1-8	6 5-16	6 9-16
April.....	5 13-16	6 3-8	7 1-4	7 3-8	7 11-16	8 1-2	6 5-16	7 1-16
May.....	6 1-4	6 7-8	7 3-16	7	7 1-2	7 3-4	7	7 1-4
June.....	6 11-16	6 7-8	7 1-16	7 3-16	7 7-16	7 7-8	7 1-4	7 9-16
July.....	6 11-16	6 3-4	6 15-16	7 1-16	7 1-2	7 5-8	7	7 3-16
August.....	6 11-16	7 1-2	6 5-8	6 7-8	7	7 9-16	7	7 3-16

	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.
Average weight per bale.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
St. Louis receipts.....	516	507.16	507	511	510	510.50	504
Crop of United States.....	508.72	499.27	500.37	498.77	498.81	496.13	495.79

THE CROP OF THE UNITED STATES FOR 63 YEARS IN BALES.

1830-31, 1,068,844	1843-44, 2,030,400	1856-57, 3,093,737	1869-70, 3,114,592	1882-83, 5,949,756
1831-32, 987,477	1844-45, 2,394,508	1857-58, 3,227,339	1870-71, 4,317,006	1883-84, 5,713,800
1832-33, 1,070,438	1845-46, 2,100,537	1858-59, 4,018,914	1871-72, 2,971,351	1884-85, 5,706,165
1833-34, 1,205,394	1846-47, 1,778,651	1859-60, 4,861,292	1872-73, 3,874,559	1885-86, 5,575,601
1834-35, 1,251,328	1847-48, 2,630,786	1860-61, 3,849,469	1873-74, 4,170,388	1886-87, 5,545,087
1835-36, 1,380,725	1848-49, 2,866,938	1861-62, no rec'd	1874-75, 3,627,845	1887-88, 7,046,523
1836-37, 1,422,930	1849-50, 2,233,718	1862-63, no rec'd	1875-76, 4,632,313	1888-89, 6,936,390
1837-38, 1,801,487	1850-51, 2,454,257	1863-64, no rec'd	1876-77, 4,474,069	1889-90, 7,313,726
1838-39, 1,380,532	1851-52, 3,126,310	1864-65, no rec'd	1877-78, 4,773,865	1890-91, 8,635,518
1839-40, 2,177,835	1852-53, 3,416,214	1865-66, 2,277,683	1878-79, 5,074,155	1891-92, 9,033,379
1840-41, 1,034,915	1853-54, 3,074,979	1866-67, 2,232,680	1879-80, 5,761,252	1892-93, 6,700,365
1841-42, 1,683,574	1854-55, 2,982,634	1867-68, 2,559,241	1880-81, 6,605,750	1893-94, 7,549,817
1842-43, 2,378,675	1855-56, 3,665,557	1868-69, 2,433,770	1881-82, 5,456,048	1894-95, 9,901,251

GENERAL CROP MOVEMENT, SEASONS 1894-95 AND 1893-94.

From New Orleans Cotton Exchange Report.

CONSUMPTION—UNITED STATES.

	1894-95. Bales.	1893-94. Bales.
Total Crop United States.....	9,901,251	7,549,817
Stock at ports beginning of year.....	183,787	242,631
Total supply.....	10,085,038	7,792,448
Exported during year.....	6,718,961	5,222,197
Sent to Canada.....	90,311	65,690
Burnt at delivery ports.....	39,993	1,066
Stock at close of year.....	280,091	183,787
Total takings for consumption.....	7,138,361	5,472,700
Of which, taken by spinners in Southern States, Total.....	2,946,677	2,319,688
Taken by Northern spinners.....	862,838	718,515
	2,083,839	1,601,173

STATEMENT OF UNITED STATES COTTON CROPS AND EXPORTS,

AND THE ANNUAL TAKINGS OF UNITED STATES SPINNERS
SINCE 1841.

As reported in "Cotton Facts," December, 1895.

(In Thousands of Bales.)

SEASON.	TOTAL COMMERCIAL CROP.	EXPORTS.			TAKEN FOR HOME CONSUMPTION. (Canadian Mills not included.)		PERCENTAGE OF CROP TAKEN BY U. S. MILLS.
		To Great Britain.	To Continent and Mexico.	Total Exports.	Takings of North'n Mills.	Takings of South'n Mills.	
1841-42	1,684	936	529	1,465	268		16
1842-43	2,379	1,470	540	2,010	325		14
1843-44	2,080	1,202	427	1,629	347		17
1844-45	2,394	1,439	645	2,084	389		16
1845-46	2,100	1,102	505	1,607	423		20
1846-47	1,779	831	410	1,241	428		24
1847-48	2,423	1,324	534	1,858	532		25
1848-49	2,840	1,538	600	2,228	518		22
1849-50	2,204	1,107	483	1,590	488		27
1850-51	2,415	1,418	571	1,969	404		19
1851-52	3,126	1,669	775	2,444	588		22
1852-53	3,416	1,737	791	2,528	650		24
1853-54	3,075	1,604	715	2,319	502		24
1854-55	2,983	1,550	694	2,244	571		24
1855-56	3,665	1,921	1,034	2,955	633		21
1856-57	3,094	1,429	824	2,253	666		27
1857-58	3,257	1,810	780	2,590	452		18
1858-59	4,019	2,019	1,002	3,021	760		23
1859-60	4,861	2,669	1,105	3,774	793		20
1860-61	3,649	2,175	962	3,127	650		22
1861-65	NO RECORD OF COTTON MOVEMENT.						
1865-66	2,278	1,262	293	1,555	541		29
1866-67	2,253	1,216	341	1,557	573		32
1867-68	2,599	1,228	428	1,656	800		37
1868-69	2,434	989	458	1,447	822		41
1869-70	3,114	1,475	704	2,179	777		28
1870-71	4,347	2,368	800	3,168	1,072		27
1871-72	3,974	1,474	493	1,967	977		37
1872-73	3,874	1,920	750	2,676	1,063		31
1873-74	4,130	1,852	959	2,811	1,192		32
1874-75	3,831	1,833	841	2,674	1,071		31
1875-76	4,632	2,005	1,227	3,232	1,220		29
1876-77	4,474	1,904	1,034	3,028	1,302		32
1877-78	4,774	2,047	1,309	3,356	1,345		31
1878-79	5,074	2,053	1,413	3,466	1,375		31
1879-80	5,761	2,554	1,310	3,864	1,574		31
1880-81	6,606	2,832	1,733	4,565	1,713		29
1881-82	5,456	2,265	1,256	3,551	1,077		36
1882-83	6,650	2,485	1,638	4,724	1,750		30
1883-84	5,713	2,485	1,432	3,917	1,537		33
1884-85	5,700	2,425	1,485	3,920	1,437		31
1885-86	6,575	2,505	1,771	4,330	1,781		33
1886-87	6,499	2,704	1,741	4,445	1,687		32
1887-88	7,047	2,814	1,812	4,627	1,805		32
1888-89	6,930	2,810	1,926	4,706	1,790		33
1889-90	7,297	2,854	2,052	4,906	1,780		33
1890-91	8,674	3,245	2,446	5,781	2,027		30
1891-92	9,018	3,317	2,541	5,858	2,172		32
1892-93	6,684	3,301	2,080	4,380	1,652		36
1893-94	7,532	2,861	2,371	5,232	1,580		30
1894-95	9,637	3,449	3,277	6,726	2,019		29

STATEMENT SHOWING THE ENTIRE

RECEIPTS.

BY	Flour Bbls.	Wheat Bushels.	Corn Bushels.	Oats Bushels.	Rye Bush.	Barley Bushels.
Chicago & Alton R. R., Mo. Div.	1,873	557,001	300,985	647,600	30,800	...
Missouri Pacific R. R.	284,215	1,307,084	2,608,755	359,180	21,958	5,373
St. Louis & San Francisco R. R.	13,386	385,835	41,545	62,095	...	...
Wabash R. R. (West.)	142,322	1,207,308	621,130	2,524,750	46,884	152,230
St. Louis, Kas. City & Colo. R. R.	...	199,992	21,000	3,300	...	...
Missouri, Kas. & Texas R. R.	8,940	668,376	311,405	98,635	6,322	750
St. Louis Southwestern R. R.	...	5,699	...	...	...	...
St. L., Iron Moun. & South'n R.R.	2,140	78,883	5,860	1,000	700	...
St. L., A. & T.H.R.R. (Cairo Short Line)	29,171	236,650	25,875	...	...	...
Illinois Central R. R.	...	39,000	240	...	...	...
Louisville & Nashville R. R.	6,680	43,560	2,610	1,225	...	...
Mobile & Ohio.	6,080	34,450	5,600	245	104	...
Louisville, Evansv'e & St. L. R.R.	21,745	43,645	11,200	...	...	...
Baltimore & Ohio S. W. R. R.	8,480	80,170	153,300	13,655	1,400	...
Chicago & Alton E. R.	5,825	1,468,967	868,450	262,510	4,200	...
Cleveland, Cin., Chi. & St. L. R. R.	10,800	43,046	391,515	103,570	...	7,500
Vandalia & Terre Haute R. R.	23,210	67,679	201,970	133,385	3,909	183,279
Wabash R. R. (East)	3,450	410,150	664,300	289,500	...	...
Toledo, St. Louis & K. O. R. R.	1,505	17,550	22,400	9,900	...	...
Chicago, Peoria & St. Louis R. R.	19,990	471,900	454,300	257,400	3,500	1,177,000
Chi., Burlington & Quincy R. R.	60,060	565,500	284,900	1,524,600	93,100	175,650
St. L., Keokuk & Northw'n R. R.	132,980	1,355,250	450,510	3,276,900	700	394,500
St. Louis, Chicago & St. P. R. R.	132,170	72,800	212,075	8,900	...	...
St. Louis & Eastern R. R.	...	...	...	...	...	...
S. L., Belleville & South'n R. R.	4,475	650	...	...	...	...
Upper Mississippi River.	80,602	254,104	134,900	100,575	6,694	...
Lower Mississippi River.	7,365	810,193	118,310	1,165	329	2,842
Illinois River.	5,235	201,254	249,065	6,150	4,221	...
Missouri River.	440	55,352	17,090	...	...	21
Ohio, Cumb. & Tenn. Rivers.	175	1,971	...	...	...	61
By Wagon.	...	541,880	600,000	300,000	...	...
Total receipts.	1,013,344	11,275,884	8,779,290	10,466,160	224,821	2,104,126
Sold direct from country points	1,000,000	...	...	...	...	...
Flour manufactured.	1,740,026	...	...	...	...	...
In store January 1st, 1895.	63,927	7,245,975	1,755,973	750,356	4,489	34,415
Total movement.	3,822,297	18,521,859	10,535,263	11,216,516	229,310	2,138,541

MOVEMENT IN FLOUR AND GRAIN FOR 1895.

SHIPMENTS.

BY—	Flour. Bbls.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bush.	Barley. Bushels.
Chicago & Alton R. R., Mo. Div.	160					
Missouri Pacific R. R.	1,627	15,684	4,959	55,875	63	2,100
St. L. & San Francisco R. R.	30,973	33,114	3,916	7,040		210
Wabash R. R. (West)	424	520	2,569	24,894		
St. L., Kas. City & Colo. R. R.				12,120		
Mo., Kansas & Texas R. R.	26,496	117,845		1,741		
St. Louis Southwestern R. R.	171,735	22,591	4,992	6,935		
St. L., Iron Moun. & South'n R. R.	348,796	1,480,006	678,546	444,147	5,185	
St. L., A. & T. H. R. R. (Cairo Short Line)	68,009	1,404,687	145,878	602,905	1,294	
Illinois Central R. R.	149,231	15,698	173,814	336,522		
Louisville & Nashville R. R.	191,393	1,064,058	517,734	799,172	30,120	4,130
Mobile & Ohio R. R.	277,190	432,107	165,687	1,029,483	972	2,365
Louisville, Evansville & St. L. R. R.	3,454	422,690	820,613	206,061	112,952	23,875
Baltimore & Ohio & S. W. R. R.	45,279	818,950	1,314,179	56,205	6,416	5,065
Chicago & Alton R. R.	153,792	49,256	4,125	7,497		
Cleveland, Cin., Chi. & St. L. R. R.	108,195	918,875	979,644	54,273	9,854	
Vandalia & Terre Haute R. L.	26,477	120,875	119,808	20,340	5,700	2,856
Wabash R. R. (East)	115,533	201,652	171,703	10,290	900	4,300
Tol., St. L. & Kansas City R. R.	69,920	174,153	261,276	166,815		
Chicago, Peoria & St. L. R. R.	5,785	26,285	221,510	1,209		
Chicago, Burl. & Quincy R. R.	2,165	43,750	700			
St. L., Keokuk & Northwest'n R. R.	1,657		3,240			
St. L., Chicago & St. Paul R. R.	1,828	1,170		1,240		
St. Louis & Eastern R. R.	130					
St. L., Belleville & South'n R. R.				1,240		
Upper Mississippi River	589			605		
Lower Mississippi River	318,806	453,115	1,365,551	694,856	90	450
Illinois River	420			165		
Missouri River	75		12	275		
Ohio, Cumb. & Tenn. Rivers	22,931	41,530	18,639	63,360		
Red, White and Ouachita Rivers	4,475		1,974	30		
Total shipments	2,145,659	7,873,613	6,981,369	4,605,274	173,296	45,351
Sold direct from country points	1,000,000					
Ground in city mills		8,276,102	2,839,130	360,118	29,544	
City consumption	631,002		669,885	5,822,132	13,498	2,082,005
Stock on hand Dec. 31, 1895	75,636	2,367,144	44,879	629,002	12,972	11,188
Total movement	3,822,297	18,521,859	10,535,263	11,216,516	229,310	2,138,544

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1895.

Week ending	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.	Brann.		Corn Meal, bbls.	Cotton.	
							abgs.	Crs.		Local.	Thrup
Jan. 5	6,710	7,350	154,695	56,800		52,500	995	4	415	1,527	10,581
" 12	22,840	35,362	433,325	250,400	2,100	141,000	3,255	8	985	4,014	27,323
" 19	44,035	80,393	774,200	408,800	4,200	200,500	6,535	9	1,345	6,276	46,194
" 26	61,675	117,786	1,189,155	513,300	5,645	238,750	10,770	12	1,555	8,573	66,215
Feb. 2	74,845	133,326	1,297,535	579,300	7,045	277,750	12,870	22	2,005	10,531	80,841
" 9	89,020	142,338	1,491,975	649,700	8,445	341,500	15,500	23	2,305	11,217	95,161
" 16	104,440	162,001	1,615,640	754,200	9,945	363,250	20,155	24	2,490	12,589	108,629
" 23	119,135	185,948	1,855,725	907,315	15,445	393,250	22,445	25	2,555	13,287	124,374
March 2	136,280	204,146	2,125,165	1,019,735	19,645	451,750	26,050	27	3,480	15,151	159,712
" 9	157,785	240,068	2,281,615	1,118,435	23,845	482,500	31,400	29	3,985	17,010	154,028
" 16	178,515	283,108	2,438,805	1,258,785	25,945	487,750	38,340	32	4,290	18,802	164,364
" 23	205,010	335,429	2,594,320	1,395,460	32,267	506,500	45,005	35	5,090	20,354	184,919
" 30	231,420	371,998	2,685,670	1,514,235	35,067	520,750	52,655	42	6,625	22,243	206,619
April 6	234,915	403,914	2,750,075	1,601,260	35,787	549,250	58,100	43	6,875	23,180	214,461
" 13	274,465	433,802	2,797,710	1,713,770	37,187	563,500	64,390	44	7,135	24,305	224,553
" 20	295,400	466,065	2,866,920	1,912,635	38,065	584,500	70,425	45	7,160	25,034	234,884
" 27	317,360	510,550	2,955,335	2,114,435	40,901	588,250	74,985	46	7,535	25,936	241,985
May 4	340,585	596,903	3,034,370	2,256,020	42,386	601,000	80,160	49	8,005	26,453	246,579
" 11	360,165	649,773	3,098,450	2,402,490	43,604	607,750	85,593	50	8,256	26,865	251,350
" 18	376,140	931,231	3,179,610	2,536,875	43,847	608,500	88,099	56	8,256	27,267	254,045
" 25	390,987	1,100,047	3,305,810	2,771,569	44,279	608,521	92,552	60	8,980	27,437	256,000
June 1	416,167	1,364,728	3,593,215	2,937,015	44,279	608,521	96,018	61	9,370	27,741	258,737
" 8	431,812	1,477,236	3,656,325	3,034,355	44,380	608,521	100,308	65	11,325	27,863	260,656
" 15	448,017	1,545,976	3,706,705	3,113,825	44,641	608,521	103,878	65	12,065	28,002	263,047
" 22	464,813	1,599,105	3,760,600	3,223,115	44,740	608,521	107,888	70	13,445	28,213	264,384
" 29	481,798	1,659,726	3,797,770	3,541,915	45,535	608,521	113,648	71	14,335	28,549	266,669
July 6	491,052	1,820,528	3,857,000	3,710,915	48,501	608,521	118,648	81	14,730	28,681	268,158
" 13	502,223	2,113,882	3,923,400	3,797,990	52,719	608,600	124,518	84	15,005	28,778	269,736
" 20	514,592	2,564,080	3,954,485	3,892,010	53,574	608,600	136,403	86	15,435	28,971	269,848
" 27	533,033	3,257,726	4,075,910	4,055,745	55,795	609,350	133,778	89	15,815	29,167	270,936
Aug. 3	553,338	3,840,278	4,178,305	4,310,290	58,554	609,644	144,503	93	15,940	29,304	272,327
" 10	569,292	4,440,204	4,354,205	4,557,285	65,079	609,644	155,239	97	16,730	29,219	272,327
" 17	588,919	5,054,045	4,514,665	4,863,320	67,226	609,644	168,293	100	17,605	29,252	273,778
" 24	607,269	5,551,195	4,642,595	5,105,830	70,028	609,798	183,198	104	18,405	29,299	273,245
" 31	622,459	5,915,768	4,871,985	5,379,075	72,782	610,169	203,173	112	19,105	29,332	273,556
Sept. 7	640,254	6,218,396	5,075,300	5,742,855	73,606	610,472	216,873	120	20,306	29,347	274,386
" 14	660,519	6,521,868	5,212,140	6,073,185	75,845	611,061	231,138	133	21,145	29,504	275,245
" 21	678,994	6,809,907	5,369,570	6,417,940	79,813	611,631	244,518	142	22,180	29,582	275,245
" 28	696,574	7,081,565	5,555,755	6,783,140	81,837	615,759	260,358	158	23,705	29,631	281,822
Oct. 5	717,364	7,292,306	5,604,660	7,253,700	87,009	660,464	273,708	167	25,200	31,172	290,682
" 12	744,774	7,589,059	5,660,930	7,336,700	96,167	765,964	285,728	171	26,975	35,494	300,645
" 19	777,964	7,953,441	5,719,015	8,222,900	117,227	939,352	304,223	181	29,365	40,195	322,627
" 26	808,394	8,319,485	5,784,555	8,571,090	134,252	1,104,508	320,203	186	30,456	48,721	357,000
Nov. 2	832,144	8,771,354	5,941,035	8,775,630	155,285	1,277,013	337,553	192	31,590	57,071	390,511
" 9	853,214	9,135,620	6,100,670	8,925,180	174,421	1,408,468	360,718	203	32,950	64,021	415,322
" 16	874,714	9,348,281	6,291,385	9,102,320	184,527	1,508,968	372,693	206	34,906	71,873	437,745
" 23	895,009	9,627,125	6,484,975	9,271,340	195,421	1,585,383	383,258	215	35,206	77,513	460,091
" 30	909,654	9,776,558	6,738,785	9,488,050	202,421	1,659,116	398,453	230	35,330	83,252	497,180
Dec. 7	928,514	9,223,726	7,041,855	9,638,235	203,821	1,741,876	388,443	240	35,800	87,187	514,447
" 14	952,164	10,213,676	7,397,825	9,767,935	205,222	1,848,376	407,173	240	35,965	92,542	545,019
" 21	972,884	10,506,528	7,842,900	9,639,560	222,721	1,964,626	419,978	249	36,135	97,514	567,300
" 28	1,000,669	10,663,570	8,069,790	10,110,030	223,421	2,057,626	429,488	256	36,135	102,121	590,321
" 31	1,013,344	10,734,005	8,179,290	10,166,160	224,821	2,104,126	434,863	267	36,260	102,333	596,965
By wagon.		541,880	600,000	200,000							
Gr. Total	1,013,344	11,275,885	8,779,290	10,466,160	224,821	2,104,126	434,863	267	36,260	102,333	596,965

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1895.—(CONTINUED.)

Tb'co hhds.	Lead, pigs.	Hog Products.				Wool, lbs	Cattle, Head.	Sheep, head.	Hogs, head.	Horses and Mules, head.	Flax Seed bush.
		Pork bbis.	Hams, lbs.	Meats, lbs.	Lard, lbs.						
679	7,210	5	206,700	831,700	191,300	159,490	11,473	5,948	34,073	1,125	
1,705	23,147	5	571,800	2,564,400	728,800	348,640	20,966	11,849	79,304	2,228	175
3,247	45,318	5	967,800	4,366,000	1,009,800	569,580	47,521	18,007	116,114	3,529	175
4,810	64,884	27	1,558,000	6,789,600	1,526,600	769,760	65,550	25,149	145,896	4,687	175
6,446	81,767	27	2,188,500	8,462,000	2,470,800	811,580	84,255	32,516	174,910	6,167	175
8,194	102,140	27	2,314,600	10,065,100	3,285,900	883,080	98,174	39,093	204,703	7,591	175
9,437	137,658	27	2,624,100	12,322,800	4,249,900	903,110	114,450	47,159	242,568	8,827	175
10,115	156,948	27	2,776,700	13,942,100	4,790,500	1,008,720	127,425	54,676	271,669	10,070	175
11,084	166,908	27	3,353,700	16,586,200	5,304,800	1,059,050	142,495	60,450	300,123	11,083	175
12,528	246,046	147	3,322,800	19,615,000	6,026,400	1,096,660	158,454	64,805	329,553	12,239	175
14,113	278,326	247	3,652,700	22,885,200	6,678,100	1,118,450	170,176	72,721	359,327	13,915	175
15,519	316,763	637	3,883,100	26,904,300	7,373,800	1,127,440	182,104	78,450	385,729	15,049	175
17,151	352,081	1,062	4,015,500	30,494,900	8,019,800	1,163,420	193,457	84,900	410,084	16,259	175
18,742	385,095	1,062	4,439,500	34,087,200	8,604,500	1,190,210	205,228	90,682	435,675	17,006	350
19,776	386,537	1,162	4,770,900	37,254,700	8,865,300	1,214,880	218,803	111,157	459,520	18,435	350
21,150	418,725	1,302	5,681,000	42,299,600	9,708,500	1,351,710	230,148	124,275	487,143	19,382	350
22,434	459,214	1,662	6,064,200	47,137,000	10,257,500	1,632,670	241,390	140,615	511,018	20,515	900
23,683	501,199	1,762	6,581,400	51,992,000	10,875,100	2,270,700	255,533	154,394	543,947	21,341	1,450
24,257	535,024	1,852	6,984,300	55,744,600	11,190,100	2,880,320	270,142	172,496	573,902	22,127	2,000
25,225	561,105	1,942	7,058,500	60,758,700	11,509,600	3,564,350	287,804	192,418	606,492	22,716	2,120
26,137	590,696	1,942	7,315,400	62,844,300	11,763,200	4,901,300	308,235	214,155	633,701	23,029	2,120
26,705	632,376	1,942	7,460,200	65,213,300	11,934,500	6,195,900	326,447	236,272	672,344	24,577	2,120
27,615	670,989	1,942	7,710,300	69,618,200	12,567,500	7,380,510	345,822	256,961	699,251	25,134	2,620
28,422	700,578	1,957	7,904,200	73,629,800	13,355,800	9,373,870	363,832	274,867	721,408	25,766	2,620
29,815	720,621	1,957	8,183,600	76,726,200	14,448,400	10,759,360	377,891	283,148	743,426	26,376	2,620
30,966	742,713	2,357	8,748,200	80,897,600	15,567,900	12,323,300	397,450	299,642	763,797	27,065	2,620
31,993	764,124	2,457	9,071,500	85,319,500	16,257,900	13,694,730	414,053	305,136	781,308	27,806	2,620
32,735	798,711	2,457	9,369,100	88,583,000	16,935,700	15,353,440	430,110	312,729	800,197	28,445	2,620
33,517	840,756	2,507	9,471,210	91,597,100	17,150,700	16,838,190	447,851	321,215	816,937	29,161	3,171
34,235	856,805	2,507	9,613,300	95,062,000	17,350,300	17,917,790	467,366	338,034	837,229	29,841	11,420
35,144	897,440	2,772	9,669,200	97,721,000	17,571,100	18,509,300	484,857	344,802	848,061	30,328	65,870
36,232	923,666	2,772	9,796,500	100,672,000	17,833,900	18,828,550	504,075	350,671	866,717	31,181	126,390
36,965	948,778	2,772	9,810,200	103,511,400	18,108,900	19,123,540	521,402	355,327	883,627	31,868	176,547
37,766	983,372	2,772	9,900,200	106,496,600	18,530,100	19,199,970	540,416	364,540	903,007	32,684	228,432
38,500	1,007,585	2,822	10,137,500	109,559,600	18,636,900	19,300,480	556,277	369,020	922,493	33,437	258,122
39,223	1,020,538	2,822	10,453,500	113,816,300	19,081,600	19,353,800	574,731	376,162	940,409	34,684	279,572
40,025	1,033,023	2,822	10,780,700	118,827,400	19,373,100	19,397,190	591,046	380,288	957,268	35,733	303,232
40,662	1,045,986	2,822	11,106,700	124,308,800	19,966,400	19,519,850	610,697	415,991	981,065	38,008	317,162
41,531	1,059,825	2,922	11,526,500	128,862,200	20,374,700	19,634,760	635,206	425,354	1,004,857	39,151	330,912
42,066	1,087,430	2,922	11,576,200	134,193,100	20,810,600	19,692,800	652,795	434,391	1,030,930	40,852	340,262
42,491	1,113,789	2,952	11,894,200	137,893,500	21,069,800	19,832,600	672,362	442,360	1,064,939	43,284	358,962
43,871	1,143,376	2,952	12,297,700	141,780,900	21,512,200	20,140,510	694,234	452,360	1,104,494	45,062	373,812
43,424	1,184,333	2,965	12,789,300	145,615,400	22,205,100	20,220,830	708,325	460,234	1,131,180	48,873	383,570
43,975	1,212,551	2,965	13,136,500	148,397,200	22,835,200	20,443,700	723,917	466,633	1,162,871	51,280	402,270
44,055	1,233,053	2,965	13,905,700	151,229,200	23,247,400	20,680,310	740,423	472,758	1,194,065	54,180	419,870
45,187	1,246,843	2,965	13,402,200	154,757,100	24,271,600	20,926,490	753,058	470,167	1,228,097	56,081	431,420
46,862	1,264,423	2,965	13,636,700	158,077,100	24,749,400	21,065,650	771,931	484,458	1,265,962	61,899	442,445
46,706	1,287,098	2,965	13,674,300	160,847,600	25,078,300	21,152,310	787,516	488,830	1,292,378	64,841	447,395
46,968	1,317,965	2,965	13,862,100	164,080,800	25,387,100	21,357,210	810,670	493,986	1,334,120	68,306	458,395
47,706	1,407,913	2,965	14,029,800	167,210,400	26,215,300	21,566,200	841,982	507,798	1,408,001	74,609	472,295
48,140	1,456,632	2,965	14,192,900	170,210,300	26,646,400	21,592,300	847,568	509,622	1,423,463	76,652	481,725
48,524	1,483,968	2,965	14,191,900	172,758,400	26,646,400	21,592,300	851,275	510,660	1,440,342	77,820	484,770
48,642	1,500,923	2,965	14,270,300	173,425,900	26,939,100	21,593,780	851,275	510,660	1,440,342	77,820	484,770

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1895.

Week ending.	Flour.	Wheat bu.	Corn. bu.	Oats, bu.	Rye, bu.	Barley bu.	Brn.		Corn Meal, bbls.	Cotton bales.	Hay tons.
							sacks.	cans.			
Jan. 5	16,788	700	3,595	57,590	657	.....	3,313	4	706	27,721	440
" 12	45,238	79,403	6,028	111,244	2,435	4,300	10,427	11	2,482	50,550	1,182
" 19	76,013	472,859	11,299	198,495	4,309	6,253	18,611	10	4,643	73,968	1,704
" 26	109,735	990,891	19,091	291,336	6,143	11,923	30,057	23	7,915	96,326	2,241
Feb. 2	143,884	1,164,652	29,077	439,125	6,935	11,923	43,036	41	10,406	121,226	2,824
" 9	182,107	1,496,044	68,529	572,730	7,633	13,293	51,934	49	12,972	143,334	3,601
" 16	217,618	1,592,607	193,814	618,703	11,329	16,695	71,480	56	15,961	159,330	4,010
" 23	251,946	1,671,581	272,947	669,345	13,813	19,171	84,433	63	18,434	177,055	4,474
March 2	305,055	1,789,136	461,446	731,925	18,833	20,179	100,635	70	21,926	199,111	5,032
" 9	360,318	1,887,999	683,299	793,767	24,613	21,019	125,208	81	30,501	218,302	5,735
" 16	408,906	2,093,897	925,050	866,492	27,649	21,903	148,248	84	42,486	236,841	6,100
" 23	474,836	2,184,438	1,130,840	998,111	38,008	23,041	172,562	92	53,665	256,446	6,732
" 30	523,581	2,454,816	1,291,110	1,049,652	38,697	23,041	193,188	104	60,127	273,076	7,174
April 6	586,187	2,571,394	1,344,450	1,130,610	40,731	23,041	218,738	116	74,993	291,466	7,496
" 13	632,973	2,724,370	1,819,018	1,174,234	40,803	24,427	239,701	123	78,966	300,229	8,000
" 20	682,852	2,912,824	2,241,379	1,232,352	43,779	26,317	257,561	125	83,240	325,793	8,473
" 27	727,511	3,034,107	2,421,601	1,272,835	44,479	26,317	277,563	128	92,205	340,901	8,777
May 4	761,349	3,200,534	2,507,151	1,308,301	46,807	29,740	289,434	134	97,061	330,393	9,262
" 11	806,660	3,654,681	2,698,246	1,386,659	47,367	30,496	300,217	145	100,877	358,596	10,586
" 18	848,756	3,970,349	2,763,566	1,453,755	47,367	30,496	321,753	150	103,995	364,393	11,062
" 25	880,020	4,385,706	2,834,158	1,514,570	47,367	30,496	327,559	160	112,524	370,927	11,688
June 1	931,006	4,595,862	2,877,461	1,613,449	47,367	30,496	341,815	164	119,977	375,827	12,361
" 8	976,132	4,838,199	2,927,156	1,651,416	47,367	30,496	358,560	170	126,237	381,946	12,759
" 15	1,012,285	4,964,153	2,990,525	1,676,547	47,367	30,496	375,091	172	131,033	384,881	13,779
" 22	1,038,907	4,985,266	3,026,961	1,734,634	47,367	30,496	387,717	175	137,114	390,464	13,944
" 29	1,064,324	5,021,940	3,270,189	1,768,166	47,367	30,496	398,734	183	140,386	392,394	14,304
July 6	1,090,410	5,038,204	3,456,186	1,843,795	48,537	30,496	413,880	186	145,700	393,613	14,717
" 13	1,118,625	5,084,217	3,521,177	1,869,544	48,537	30,496	428,207	193	149,411	398,644	15,029
" 20	1,149,950	5,173,401	3,620,194	1,940,077	49,455	30,496	438,880	194	153,612	399,803	15,421
" 27	1,179,915	5,264,464	3,677,639	1,986,036	51,055	30,496	448,880	197	158,140	402,718	15,823
Aug. 3	1,219,350	5,411,007	3,828,211	2,039,600	51,755	30,496	467,598	199	162,543	404,824	16,155
" 10	1,260,592	5,546,748	3,971,917	2,152,591	53,055	30,496	487,069	204	167,062	406,761	16,522
" 17	1,304,299	5,663,703	4,124,067	2,233,670	57,945	30,496	513,400	207	171,904	409,124	16,724
" 24	1,343,409	5,730,427	4,278,692	2,357,899	60,425	30,496	535,048	212	175,537	412,637	17,023
" 31	1,389,460	5,845,711	4,340,341	2,436,748	61,725	30,496	560,589	216	178,537	414,746	17,323
Sept. 7	1,432,549	5,904,030	4,609,250	2,585,576	64,327	30,706	594,953	221	183,410	415,071	17,623
" 14	1,487,808	6,003,251	4,653,795	2,645,682	68,213	30,706	625,341	223	186,273	415,979	17,923
" 21	1,534,630	6,145,484	4,796,143	3,079,512	71,207	30,706	655,557	226	190,498	417,139	18,223
" 28	1,579,501	6,273,501	4,869,457	3,217,962	71,807	30,706	667,599	248	194,131	421,986	18,523
Oct. 5	1,621,487	6,402,041	4,982,692	3,379,430	74,181	30,706	700,337	252	197,925	427,706	18,823
" 12	1,659,019	6,513,250	5,163,139	3,511,931	76,917	31,441	733,897	257	202,081	432,027	19,123
" 19	1,712,581	6,813,685	5,263,591	3,703,993	102,497	31,441	754,769	264	206,337	436,077	19,423
" 26	1,762,990	6,978,385	5,304,091	3,842,643	113,397	34,841	781,739	264	208,627	437,734	19,723
Nov. 2	1,814,058	7,098,540	5,352,006	3,990,773	119,467	35,361	806,268	271	211,268	438,008	19,923
" 9	1,858,794	7,237,068	5,432,880	4,080,273	127,747	35,861	840,254	298	213,668	445,808	20,223
" 16	1,900,606	7,314,360	5,600,530	4,147,688	140,747	35,861	872,739	294	217,267	448,008	20,523
" 23	1,940,344	7,377,810	5,711,618	4,250,183	147,203	40,091	892,173	297	219,523	450,169	20,823
" 30	1,966,072	7,425,935	5,811,749	4,284,428	152,403	40,791	912,144	306	221,042	451,528	21,123
Dec. 7	1,996,677	7,531,615	6,029,610	4,348,828	155,403	41,901	925,232	313	222,533	457,276	21,423
" 14	2,031,077	7,615,465	6,302,742	4,406,693	159,063	43,151	942,433	320	224,858	459,737	21,723
" 21	2,065,502	7,725,031	6,593,749	4,449,268	169,483	43,151	964,100	329	226,864	460,641	22,023
" 28	2,106,156	7,828,421	5,845,064	4,491,278	172,583	43,151	988,128	334	227,697	461,541	22,323
" 31	2,124,756	7,865,410	6,897,289	4,527,013	173,296	45,351	993,068	342	228,004	462,441	22,623
Shipped to local ports not included in above	20,903	13,203	84,080	78,261	.....	.....	7,567	.....	8,495	33	1,181
Total,	2,145,659	7,878,613	6,981,369	4,605,274	173,296	45,351	1,000,515	342	236,499	725,906	24,804

**SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF
EACH WEEK FOR THE YEAR 1895.—(CONTINUED.)**

Tobacco Hhds.	Lead. Pigs.	HOG PRODUCTS, LBS.				Wool. Lbs.	Cattle.	Sheep.	Hogs.	Horses and Mules.	Flax Seed. Bu.
		Pork. Bbls.	Hams.	Meats.	Lard.						
12	6,065	37	368,700	980,600	689,100	143,300	3,028	441	10,549	1,263	.....
71	22,903	82	1,016,300	2,896,400	2,854,100	324,000	6,741	939	26,568	2,757	.....
178	39,040	88	1,747,800	4,717,800	4,975,200	446,900	12,752	1,799	38,912	4,050	.....
326	55,194	531	2,604,300	6,911,200	6,684,400	611,700	20,079	2,216	52,522	5,741	.....
469	69,684	554	3,868,200	9,501,500	9,089,000	834,600	27,999	2,848	63,544	7,497	.....
567	80,653	708	5,229,400	12,650,400	12,279,500	1,102,900	31,984	4,017	77,648	8,916	.....
628	96,286	806	5,693,000	15,908,100	14,594,800	1,141,400	37,317	4,597	93,487	10,315	.....
729	105,236	846	6,276,100	18,134,900	15,805,300	1,301,700	40,718	4,825	103,121	11,801	.....
828	129,438	1,075	6,811,000	21,322,600	17,749,300	1,594,700	42,886	5,113	117,790	14,079	.....
1,020	163,992	1,477	7,597,500	25,368,700	19,479,200	1,854,500	48,384	5,553	131,270	15,937	.....
1,108	185,019	1,808	8,446,400	29,724,100	21,665,600	2,046,500	52,788	6,752	140,939	17,503	.....
1,257	204,569	2,876	9,003,850	33,719,600	23,515,480	2,158,300	55,605	6,752	155,128	19,337	.....
1,347	237,256	3,523	9,917,250	37,710,200	25,366,280	2,380,300	58,818	7,032	166,505	20,511	.....
1,476	255,316	4,092	10,646,200	43,080,900	26,712,090	2,450,400	62,019	7,834	189,483	21,771	.....
1,523	286,388	4,569	11,501,400	46,329,800	28,012,750	2,611,900	66,113	14,710	189,346	22,581	.....
1,585	296,009	4,984	12,626,800	52,269,500	30,038,990	3,192,200	69,698	20,828	203,806	23,301	.....
1,700	313,065	5,904	13,729,600	57,292,950	31,581,900	3,512,400	74,773	26,085	213,453	23,939	550
1,792	338,439	6,054	15,089,050	62,587,650	33,033,860	3,790,200	79,076	28,283	228,232	24,724	550
1,870	357,393	6,214	16,955,600	68,053,550	34,585,634	4,147,000	84,108	31,492	237,363	25,344	550
1,990	379,472	6,880	16,600,300	73,432,650	35,976,284	4,444,500	90,274	39,300	251,537	26,007	550
2,084	405,250	7,211	17,158,400	76,930,250	37,421,684	4,884,700	97,680	46,556	264,093	26,645	550
2,117	424,161	7,638	17,844,500	79,717,450	39,333,924	5,542,500	103,478	52,527	275,786	27,153	550
2,220	441,653	7,823	19,050,000	84,252,950	41,538,514	6,130,900	111,860	63,590	284,380	27,709	1,700
2,244	461,979	8,150	19,888,600	88,725,750	43,963,214	6,857,400	120,977	70,964	293,481	28,575	1,700
2,344	478,628	8,397	20,586,100	92,245,750	46,684,064	7,522,500	124,526	72,809	299,623	29,065	1,700
2,403	496,337	8,523	21,740,200	96,278,550	48,915,464	8,825,600	129,861	77,439	307,405	29,545	1,700
2,463	510,565	9,093	22,812,900	101,688,450	51,038,034	9,977,400	135,826	80,142	315,212	30,075	1,700
2,563	533,958	9,348	23,781,150	105,484,650	53,052,234	11,414,400	139,903	81,215	323,675	30,774	1,700
2,651	552,720	9,490	24,346,850	109,435,850	54,322,084	12,193,700	145,948	81,464	330,970	31,420	1,700
3,047	570,311	9,518	25,190,850	113,176,350	55,321,984	12,808,700	150,682	85,208	341,457	31,999	2,200
3,204	589,626	9,656	25,799,450	116,799,750	56,997,984	13,373,500	156,959	88,397	348,877	32,712	21,688
3,307	617,332	9,984	26,114,750	120,882,450	58,205,102	13,731,900	162,941	91,307	359,724	33,015	59,458
3,453	635,397	10,164	26,333,450	124,361,850	59,907,779	14,230,200	168,988	92,679	367,660	33,450	106,520
3,705	657,653	10,425	26,717,650	127,930,250	61,724,709	14,398,200	175,415	94,930	376,959	34,366	146,378
3,812	671,494	10,517	27,042,550	132,376,950	63,052,309	14,589,300	179,534	98,614	387,284	35,205	168,772
3,969	681,861	10,852	27,300,050	136,915,150	65,502,559	14,802,700	185,152	101,043	394,026	35,900	183,470
4,101	696,669	11,041	27,703,150	142,764,850	67,377,839	14,969,100	188,961	102,847	401,896	37,500	189,828
4,241	702,797	11,153	28,226,150	148,749,350	69,392,139	15,247,600	194,342	104,948	413,327	38,656	193,394
4,329	712,138	11,489	28,847,150	154,043,650	70,810,739	15,522,600	200,369	106,570	425,329	39,967	196,556
4,470	719,303	11,621	29,447,250	156,173,550	72,679,439	15,771,400	207,707	107,853	438,842	41,461	199,438
4,558	738,161	11,968	29,963,350	164,210,550	74,183,739	15,879,700	212,642	109,615	457,116	43,595	203,848
4,710	751,503	12,348	30,304,550	169,142,150	76,143,339	16,730,600	219,511	111,453	483,154	45,984	206,358
4,794	771,330	12,374	30,554,650	173,848,750	78,081,839	17,491,600	224,568	112,959	499,345	47,986	207,458
5,126	784,319	12,593	31,155,450	177,595,150	80,698,539	17,786,900	229,900	114,354	514,782	50,793	211,758
5,368	794,676	12,667	31,629,450	181,182,750	82,604,039	17,974,000	235,345	114,811	527,468	53,568	213,915
5,447	807,511	12,690	31,826,950	185,528,550	84,160,139	18,209,500	239,401	115,223	544,090	56,974	216,225
5,599	812,002	12,776	32,061,050	189,510,450	85,833,499	18,479,000	247,453	116,871	561,691	60,326	216,725
5,714	822,066	12,790	32,277,650	192,853,250	87,084,799	18,926,200	251,848	116,070	570,974	63,379	217,925
5,798	837,186	12,802	32,558,650	196,428,550	88,693,999	19,245,900	257,828	116,448	577,748	66,813	218,475
5,812	876,680	12,802	32,757,750	200,158,650	90,242,499	19,752,500	266,462	116,918	591,098	70,778	219,715
5,856	913,196	12,958	31,993,550	203,326,550	91,446,099	20,102,400	270,875	117,785	599,044	74,451	222,865
5,872	933,307	12,978	33,311,650	205,729,150	92,735,399	20,314,500	272,597	118,546	605,025	77,525	224,545
5,972	950,767	13,228	33,424,150	206,870,150	93,426,399	20,483,800	272,856	119,145	605,319	78,948	225,245
14	5,755	1,958	280,932	1,229,861	1,304,667	42,300	1,862	623	.....	2,980	600
5,866	966,522	15,186	33,714,082	208,100,011	94,731,066	20,526,100	274,738	119,768	605,319	81,936	225,845

PUBLIC ELEVATORS.

Designation.	Capacity for Bulk Grain.	Additional Capacity for Packages.
St. Louis.....	1,500,000 bush.	200,000 sacks.
Central A.....	400,000 "	.....
" B.....	1,500,000 "	.....
East St. Louis.....	600,000 "	185,000 sacks.
Advance.....	500,000 "	.....
Valley.....	1,000,000 "	.....
Union.....	1,500,000 "	.....
Venice.....	600,000 "	.....
Merchants'.....	800,000 "	.....
Union Depot.....	750,000 "	.....
Farmers'.....	1,500,000 "	.....
Terminal.....	600,000 "	.....
Burlington.....	1,800,000 "	.....
Total, Jan. 1, 1896	12,550,000 bush.	365,000 sacks.
" " 1895	12,100,000 "	365,000 "
" " 1894	12,550,000 "	365,000 "
" " 1893	11,800,000 "	365,000 "
" " 1892	11,800,000 "	365,000 "
" " 1891	11,800,000 "	365,000 "

PRIVATE ELEVATORS.

Owner.	Name.	Cap'ty bu.	Located.
St. Louis Victoria Flour Mills.....	Victoria.	260,000	Main & Mound Sta.
Miller Grain & Elevator Co.....	Miller.	125,000	Theresa Ave. & Mo. P. Ry.
H. Rogers & Co.....	Rogers.	500,000	Bremen Ave. & Main.
Nedderhut Warehouse Co.....	Nedderhut.	100,000	Main & Cedar.
C. H. Spencer Grain & Elevator Co.....	Madison.	75,000	Madison, Ill.
Crescent Elevator Co.....	Crescent.	175,000	E. St. Louis, Ill.
Schreiner-Flack & Co.....	Star.	50,000	E. St. Louis, Ill.
Ballard, Messmore & Braun.....	Brooklyn St.	15,000	Mound & Main Sts.
Harrison-Berry Commission Co.....	Pacific.	75,000	Theresa & Mo. Pac. R.
Henry S. Potter.....	Exchange.	125,000	602 Theresa Ave.
Standard Elevator Co.....	Standard.	350,000	Ferry St. & Levee.
Harrison-Berry Com. Co.....	Prospect.	30,000	Grand Ave. & Wabash R. R.
Geo. F. Plant Milling Co.....	Plant's.	250,000	Main & Chouteau Ave.
Kehler Bros.....	Kehler.	150,000	E. St. Louis, Ill.
Excelsior Grain Co.....	Excelsior.	18,000	426 S. Theresa Ave.
Gratiot Street Warehouse Co.....	Gratiot St.	50,000	Branch & First St.

RATES OF STORAGE ADOPTED BY THE ST. LOUIS ELEVATORS TO
APPLY DURING 1896.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days, or part thereof, and $\frac{3}{8}$ of 1 cent per bushel for each additional ten days, or part thereof.

On Oats, $\frac{1}{2}$ of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and $\frac{3}{8}$ of 1 cent per bushel for each subsequent ten days, or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Oats.

Dumping sacks from river, $\frac{1}{2}$ of 1 cent per bushel.

Dumping sacks from rail, $\frac{1}{2}$ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, $2\frac{1}{2}$ cents per sack for the first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

FEES FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE STATE
INSPECTION DEPARTMENT, AND IN FORCE JAN. 1, 1896.

Inspection on Arrival.....	40 cents per car.
Inspection out of Elevators.....	40 cents per car.
Inspection out of Elevators to Barges.....	50 cents per 1,000 bushels.
Inspection of Sack Grain.....	$\frac{1}{2}$ of 1 cent per Sack.
Charges for weighing will be 35 cents per car in, and 35 cents per car or carload lots out of Elevators.	
Weighing out to Barges.....	35 cents per 1,000 bushels.
Weighing Sack Grain in lots of 200 sacks, or less, 20 cents per lot; and in lots over 200 sacks, 1-8 of 1 cent per sack.	

FLOUR.

The flour trade of 1896, although slightly less in total amount received and manufactured than the previous year, was more satisfactory in results, having been fairly profitable to both millers and dealers. The amount manufactured in city mills was 1,740,026 bbls., an increase over 1894 of 83,381 bbls. Receipts were 1,013,344 bbls., as against 1,261,309 bbls. the previous year.

The amount handled from country points shows quite a large decrease, the reason given being the falling off of the foreign demand for winter wheat flours, values being higher than for spring wheat flour. The total amount exported on through bills of lading was 393,217 bbls., as against 634,862 bbls. in 1894. Of this amount, 279,432 bbls. went to Europe, 6,790 to Canada and Newfoundland, 71,316 to Cuba, and 13,054 to Central and South America. More than the amount thus given went to Cuba, having been shipped via Eastern ports on local bills of lading, of which no record can be had. Shipments Eastward for local consumption were light, but 1,495,990 went to points in the Southern States.

Values were subject to rapid and wide fluctuations, as will be seen by reference to weekly quotations on another page. During January, February and March prices ranged at \$2.45 to \$2.90 per bbl. for patents and \$2.25 to \$2.50 for extra fancy. After that the unfavorable condition of the growing wheat crop caused a rapid rise in values, No. 2 red wheat advancing from 54 cents per bushel, on April 1st, to 85 cents in May. Flour in the meantime advanced proportionately, about \$1.75 per bbl. A natural reaction ensued on the approach of the new crop, and later when the spring wheat crop proved to be large, the deficiency in quantity of the winter wheat was temporarily lost sight of and No. 2 red wheat dropped to 59 cents during the first week in September, and the price of flour declined proportionately. After that date, however, the shortage of the winter wheat crop, evidenced by diminished stocks and receipts, legitimately strengthened and advanced winter wheat to a premium of, at one time, ten cents per bushel over No. 2 hard in St. Louis and No. 2 spring in Chicago. Corresponding premium for winter wheat flour has naturally restricted trade somewhat, being a reversal of the conditions existing in previous years, when spring wheat flour brought the highest price.

The millers and flour dealers are measurably compensated for the slight falling off in volume of business by such substantial recognition of the superiority of St. Louis winter wheat flours.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in bbls. for 24 hours.	Barrels Manuf. 1895.	Barrels Manuf. 1894.	Barrels Manuf. 1893.
Geo. P. Plant Milling Co.....	Plant's Roller A	1,500	276,175	239,482	279,271
Kehlor Bros.....	Kehlor.....	3,000	538,100	430,400	468,550
E. O. Stanard Milling Co.....	Eagle Steam....	1,200	133,282	130,486	143,657
Regina Flour Mill Co.....	Regina.....	1,000	79,211	180,113	94,877
Victoria Flour Mill Co.....	Victoria.....	900	200,000	134,951	143,182
Hezel Milling Co.....	East St. Louis..	500	112,094	100,848	107,149
Saxony Mill Co.....	Saxony.....	600	71,106	115,488	130,578
Sessinghaus Milling Co.....	Jefferson.....	500	111,986	117,955	110,674
E. Goddard & Sons Flour Mill Co.	U. S. Steam....	800	62,992	59,390	77,725
H. B. Eggers & Co.....	Meramec.....	500	120,100	119,400	85,030
Carondelet. Milling Co.	Carondelet.....	250	35,000	28,132	28,305
Total		10,850	1,740,023	1,656,645	1,669,048

FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED BY CITIZENS OF ST. LOUIS, MEMBERS OF
THE MERCHANTS' EXCHANGE.

OWNERS.	Name of Mill.	Location.	Bbls. Flour manufactured.		
			Capacity in bbls. 24 hrs.	Bbls. Flour Man'fd 1894.	Bbls. Flour Man'fd 1895.
E. O. Stanard Milling Co.	Alton City....	Alton, Ill.....	1,200	130,715	138,783
Conrad Becker	1st Hungarian	Red Bud, Ill....	275	16,950	49,500
Grand Chain Mills Co.	Grand Chain.	Commerce, Mo..	240	35,000	28,000
Camp Spring Mill Co....	Camp Spring.	Nashville, Ill..	1,000	183,782	141,670
Meyer & Bulte.....	White Swan...	Clinton, Mo....	700	150,000	151,200
Fusz & Backer.....	Pacific Star..	Washington, Mo	300	29,500	22,709
E. O. Stanard Milling Co.	Empire.....	Dallas, Tex.....	650	160,210	155,896
*Kehlor Bros.....	Rex.....	Kansas City, Mo	3,000	370,200	.....
Waverly Milling Co.....	.....	Waverly, Ill....	.....	.....	.....
Total.....			9,100	1,294,407	.....

*Burned November 6, 1894, and in process of rebuilding during 1895.

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR TWENTY-FIVE YEARS.**

Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments Bbls.	Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments Bbls.
1856	323,446	678,496	.....	1876	1,071,434	1,441,944	2,217,578
1857	573,664	662,548	.....	1877	1,187,932	1,517,921	2,298,657
1858	687,451	825,651	.....	1878	1,305,336	1,916,290	2,670,740
1859	494,715	663,446	.....	1879	1,607,236	2,142,949	3,043,623
1860	443,196	839,185	.....	1880	1,703,874	2,077,625	3,322,803
1861	484,000	694,110	.....	1881	1,620,996	1,718,429	2,696,245
1862	647,419	906,860	.....	1882	2,003,424	1,850,215	3,305,765
1863	689,242	758,422	.....	1883	1,585,670	1,892,633	2,751,182
1864	815,144	782,560	.....	1884	1,456,153	1,960,737	3,014,103
1865	1,161,038	743,281	1,521,465	1885	1,032,506	1,841,529	2,551,499
1866	1,208,726	818,300	1,700,740	1886	848,417	1,807,956	2,143,361
1867	944,075	765,298	1,450,475	1887	1,049,864	1,985,717	2,594,881
1868	805,836	895,154	1,499,337	1888	887,173	2,016,619	2,682,405
1869	1,210,555	1,068,592	2,172,761	1889	1,168,604	2,066,442	2,658,399
1870	1,491,626	1,351,773	1,790,789	1890	1,229,975	1,872,005	2,890,321
1871	1,428,408	1,507,915	2,676,525	1891	1,353,640	1,748,190	2,767,976
1872	1,259,933	1,494,798	2,247,040	1892	1,455,342	1,623,371	2,313,758
1873	1,296,457	1,420,287	2,506,215	1893	1,171,025	1,669,048	2,044,727
1874	1,683,898	1,573,202	2,981,760	1894	1,261,309	1,656,645	2,168,388
1875	1,300,351	1,484,821	2,460,877	1895	1,013,344	1,740,026	2,145,659

**TOTAL AMOUNT OF FLOUR HANDLED BY MILLERS AND DEALERS FOR
EIGHT YEARS**

	1895.	1894.	1893.	1892.	1891.	1890.	1889.	1888.
Received.....	1,013,344	1,261,309	1,171,025	1,445,342	1,353,640	1,229,975	1,168,603	867,173
Manufactured.....	1,740,026	1,656,645	1,669,048	1,623,371	1,748,190	1,872,005	2,066,442	2,016,619
Sold and shipped direct from country mills. }	1,000,000	1,800,000	1,893,765	1,792,139	1,530,634	1,211,587	1,014,216	1,002,553
Total Barrels...	3,753,370	4,717,954	4,733,838	4,870,852	4,632,464	4,313,567	4,249,261	3,973,155

STOCK OF FLOUR IN STORE DECEMBER 31st, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1896	75,698	1886	114,630
1894	68,927	1884	100,006
1893	60,015	1883	100,628
1892	137,737	1882	151,586
1891	70,130	1881	156,079
1890	87,400	1880	90,976
1889	98,780	1879	163,666
1888	99,670	1878	113,297
1887	124,200	1877	144,002
1886	119,450	1876	137,737

MONTHLY STOCK OF FLOUR IN STORE, 1895 AND 1894.

Month.	1895. Bbls.	1894. Bbls.	Month.	1894. Bbls.	1895. Bbls.
January 1st.....	60,015	68,927	July 1st.....	47,066	49,357
February 1st.....	58,661	48,876	August 1st.....	39,706	58,594
March 1st.....	47,055	54,555	September 1st.....	64,551	52,914
April 1st.....	45,141	54,137	October 1st.....	59,602	49,922
May 1st.....	56,416	56,282	November 1st.....	54,504	72,931
June 1st.....	49,303	43,948	December 1st.....	68,319	67,900

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1894.	1895.	Months.	1894.	1895.
January	85,350	69,210	January	152,817	131,182
February	83,920	59,980	February	160,731	154,460
March	128,636	102,230	March	280,103	251,727
April	113,473	95,386	April	193,427	210,089
May	104,235	87,607	May	191,955	184,847
June	108,198	87,388	June	170,578	151,625
July	89,740	61,445	July	153,564	131,660
August	125,842	79,216	August	227,240	195,907
September	99,387	79,610	September	171,067	189,670
October	152,905	123,685	October	204,730	213,483
November	88,486	83,890	November	168,678	168,033
December	81,235	103,690	December	113,498	162,376
Total	1,261,309	1,013,344	Total	2,168,388	2,145,659

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '85, 1,356,714 bbls.	Year ending June 30, '90, 1,340,317 bbls.
" " " 30, '86, 823,864 "	" " " 30, '91, 1,227,546 "
" " " 30, '87, 1,006,443 "	" " " 30, '92, 1,431,990 "
" " " 30, '88, 984,021 "	" " " 30, '93, 1,397,408 "
" " " 30, '89, 921,366 "	" " " 30, '94, 1,143,435 "
	" " " 30, '95, 1,119,393 "

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1894.	1895.	Direction.	1894.	1895.
Eastern Railroads...	249,566	77,735	Direct for export....	634,882	393,217
Illinois River.....	696	5,235	To Eastern points....	265,068	216,824
Western Railroads...	670,388	441,796	Southern "	1,221,367	1,496,990
Missouri River.....		440	Western "	36,350	33,259
Southern Railroads..	97,500	74,756	Northern "	10,742	6,369
Lower River Boats..	17,648	7,570	.....	
Northern Railroads..	156,815	325,210	.....	
Upper River Boats..	59,688	80,602	.....	
Total	1,261,309	1,013,344	Total	2,168,388	2,145,659

STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH
DURING 1895.

CITIES.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Philadelphia.....	108,000	83,000	83,000	80,000	81,000	80,000	90,000	80,000	75,000	75,000	78,000	83,000
New York.....	183,700	167,500	138,300	152,400	99,500	98,500	128,900	132,700	140,100	134,000	146,800	137,800
Chicago.....	47,800	44,000	43,000	42,900	48,500	43,900	43,600	46,960	48,850	42,750	59,600	54,900
St. Louis.....	68,927	48,876	54,555	54,137	56,283	43,948	49,357	58,250	52,914	49,992	72,831	67,900
Toledo.....	25,000	20,000	13,000	12,000	7,500	10,000	15,070	12,000	7,500	7,500	7,000	6,000
Baltimore.....	53,861	52,911	49,851	47,527	46,547	44,517	45,398	46,137	45,521	46,249	48,032	56,955
Detroit.....	6,500	6,000	6,000	7,000	5,760	6,000	8,500	12,000	6,500	6,300	5,200	4,900
Boston.....	156,552	132,298	142,644	144,678	144,188	126,733	132,076	140,712	130,931	132,548	143,965	164,356
Minneapolis.....	43,000	51,400	56,200	46,500	48,700	53,500	40,390	45,250	54,450	80,300	43,150	107,000
Milwaukee.....	77,000	58,808	82,000	156,000	370,771	242,772	208,037	298,290	190,135	266,925	296,955	54,820
Duluth.....												

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1895.

Destination.	Barrels.	Destination.	Barrels.	TOTALS.—Barrels.
England.....	96,922	Sweden.....	.....	1895.....333,217
Germany.....	3,600	Nova Scotia.....	.....	1894.....634,862
Scotland.....	71,945	Newfoundland.....	.....	1893.....637,750
Ireland.....	58,295	Canada.....	3,555	1892.....649,385
Denmark.....	32,735	Seaboard for Exports.....	22,375	
Norway.....	6,185	Cuba.....	71,316	
Ireland.....	9,560	West Indies.....	.....
Spain.....	.....	Central America.....	5,884	
Wales.....	.....	South America.....	7,170	
Finland.....	493	Porto Rico.....	260	

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by WORTHINGTON C. FORD, Chief of Bureau of Statistics, Washington.

From	1892. Bbls.	1893. Bbls.	1894. Bbls.	1895. Bbls.
New York.....	6,034,264	6,448,931	6,292,106	4,516,145
Boston	2,090,720	1,855,471	2,103,422	1,433,157
Philadelphia	1,843,647	1,376,434	1,277,777	903,122
Baltimore	3,661,623	3,331,374	2,943,562	2,539,481
New Orleans.....	226,432	117,878	133,075	91,140
San Francisco.....	1,078,256	863,543	756,287	925,065
Chicago	1,795	2,300	4,190	.....
Detroit	184,526	184,135	255,129	148,240
Duluth and Superior..	207,326	348,249	282,748	1,171,589
Huron	116,353	42,412	132,249	139,595
Key West.....	104,652	45,691	61,466	52,971
Portland	11,045	55,690	60,955	42,616
Puget Sound.....	166,816	178,443	328,871	403,191
Richmond	25,241	20,416	4,536	.....
Willamette	379,982	359,466	308,888	489,734
Newport News.....	912,619	843,537	673,265	1,274,045
Other Points.....	363,416	366,633	442,564	398,169
Total	17,408,713	16,440,603	16,056,390	14,528,760

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1895.	1894.	1893.	1892.
St. Louis.....	1,013,344	1,261,309	1,171,025	1,455,342
New York.....	6,404,036	7,741,464	8,190,495	7,766,780
Boston	2,618,339	3,263,359	3,194,772	3,287,339
Baltimore	3,779,596	3,818,083	3,867,985	3,055,458
Cincinnati.....	1,892,545	1,475,345	1,879,586	1,903,846
Milwaukee	2,693,270	2,209,403	1,873,166	2,685,353
Minneapolis	136,045	149,704	282,732	164,133
Toledo	374,306	390,195	604,224	789,656
Buffalo	8,971,740	11,488,530	10,562,090	9,746,120
Chicago	3,005,460	4,223,182	4,664,424	5,919,343
Philadelphia	3,077,335	3,791,824	3,823,535	3,457,514
New Orleans.....	655,291	756,068	766,252	842,064
Detroit	159,520	162,403	166,433	178,427
Peoria	322,139	268,400	314,800	193,825
San Francisco.....	1,300,774	.....	1,120,487	1,333,101
St. Paul.....	.....	237,500	233,750	224,770
Montreal	1,613,544	857,761	795,286	986,888
Duluth and Superior..	4,308,252	5,107,215	4,868,528	3,960,035
Cleveland	661,460	568,130	288,659	350,704
Indianapolis	156,312	158,868	127,648	127,776

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1895. Bbls.	1894. Bbls.	1893. Bbls.
Minneapolis	10,581,635	9,400,535	9,377,635
St. Louis	1,740,026	1,656,645	1,669,038
Baltimore	401,580	420,373	481,360
Philadelphia	240,000	240,000	240,000
Milwaukee	1,769,725	1,576,064	1,850,823
Buffalo	1,355,000	1,500,000	1,600,000
Toledo	900,000	869,500	750,000
Detroit	320,000	287,000	348,500
Chicago	751,501	444,000	455,460
Duluth and Superior.....	3,534,093	2,946,292	2,087,793
Kansas City.....	342,517	725,390	420,481
Peoria	123,200	120,000	127,521
Cincinnati	269,839	335,821	304,575
Cleveland	378,000	402,000	507,215
Indianapolis	544,801	690,096	670,106

FLOUR INSPECTION.

*Report of Flour Inspected by the Merchants' Exchange Board of
Flour Inspectors.*

	1895. Bbls.	1894. Bbls.	1893. Bbls.
January	9,037	12,647	24,341
February	10,603	19,747	27,033
March	25,354	21,112	22,973
April	17,975	18,229	26,834
May	21,496	19,785	27,655
June	18,977	20,971	21,454
July	16,110	15,734	24,701
August	28,890	27,906	18,767
September	33,660	12,630	18,047
October	33,485	13,944	23,035
November	20,032	10,299	19,747
December	17,785	8,392	16,313
Total bbls.....	253,409	201,396	270,905

FLOUR GRADED DURING 1895.

37,834 bbls. Patent.
87,884 bbls. Extra Fancy.

3839 bbls. Fancy.
231 bbls. Choice.

VICTOR GOETZ, President.

WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR FOR 1895.

1895.	Patents.	Extra Fancy.	Fancy.	Choice.
Jan. 5	2 50@2 60	2 25@2 35	1 95@2 05	1 80@1 90
" 12	2 55..2 65	2 30..2 40	2 05..2 15	1 80..1 90
" 19	2 65..2 60	2 30..2 35	2 05..2 15	1 80..1 95
" 26	2 45..2 55	2 20..2 30	2 00..2 10	1 80..1 95
Feb. 2	2 50..2 60	2 25..2 30	2 00..2 10	1 80..1 95
" 9	2 55..2 65	2 30..2 35	2 00..2 10	1 80..1 95
" 16	2 50..2 65	2 25..2 35	2 00..2 10	1 80..1 95
" 23	2 50..2 65	2 25..2 35	2 00..2 10	1 80..1 95
Mar. 2	2 55..2 65	2 30..2 35	2 00..2 10	1 80..1 95
" 9	2 65..2 75	2 40..2 45	2 10..2 20	1 95..2 00
" 16	2 60..2 90	2 55..2 60	2 20..2 30	2 00..2 10
" 23	2 70..2 80	2 65..2 75	2 15..2 25	2 00..2 10
" 30	2 70..2 80	2 65..2 75	2 15..2 25	2 00..2 10
April 6	2 70..2 80	2 65..2 75	2 15..2 25	2 00..2 10
" 13	2 90..3 05	2 75..2 80	2 40..2 50	2 25..2 35
" 20	3 10..3 25	2 95..3 00	2 60..2 70	2 30..2 40
" 27	3 20..3 30	3 05..3 10	2 65..2 75	2 30..2 40
May 4	3 25..3 35	3 05..3 15	2 75..2 85	2 30..2 40
" 11	3 75..3 80	3 50..3 55	3 25..3 30	3 00..3 05
" 18	4 15..4 25	3 90..4 00	3 50..3 60	3 25..3 35
" 25	4 15..4 25	3 95..4 00	3 50..3 60	3 25..3 35
June 1	4 15..4 25	3 95..4 00	3 50..3 60	3 25..3 35
" 8	4 05..4 20	3 85..3 95	3 50..3 60	3 25..3 35
" 15	3 90..4 05	3 70..3 80	3 40..3 50	3 20..3 30
" 22	3 90..4 05	3 70..3 80	3 40..3 50	3 20..3 30
" 29	3 90..4 00	3 65..3 75	3 40..3 50	3 20..3 30
July 6	3 50..3 60	3 25..3 35	3 10..3 20	3 00..
" 13	3 40..3 50	3 15..3 25	2 90..3 00	2 65..2 75
" 20	3 45..3 50	3 20..3 25	2 90..3 00	2 65..2 75
" 27	3 40..3 50	3 15..3 25	2 90..3 00	2 65..2 75
Aug. 3	3 40..3 50	3 15..3 25	2 90..3 00	2 65..2 75
" 10	3 35..3 45	3 10..3 20	2 90..3 00	2 65..2 75
" 17	3 20..3 30	2 95..3 05	2 75..2 85	2 60..2 70
" 24	3 10..3 20	2 90..3 00	2 70..2 80	2 60..2 60
" 31	3 00..3 15	2 80..2 90	2 65..2 70	2 50..2 65
Sep. 7	3 00..3 15	2 80..2 90	2 65..2 75	2 50..2 60
" 14	3 05..3 15	2 85..2 90	2 65..2 75	2 50..2 60
" 21	3 10..3 25	2 90..3 00	2 70..2 80	2 50..2 60
" 28	3 25..3 35	3 05..3 15	2 75..2 85	2 50..2 60
Oct. 5	3 25..3 35	3 05..3 15	2 75..2 85	2 55..2 65
" 12	3 25..3 35	3 00..3 10	2 75..2 85	2 55..2 65
" 19	3 20..3 30	3 00..3 10	2 75..2 85	2 55..2 65
" 26	3 20..3 30	3 00..3 10	2 75..2 85	2 55..2 65
Nov. 2	3 15..3 25	2 95..3 05	2 75..2 85	2 55..2 65
" 9	3 20..3 80	3 00..3 05	2 70..2 75	2 55..2 65
" 16	3 15..3 25	2 95..3 05	2 70..2 75	2 45..2 55
" 23	3 15..3 25	2 95..3 05	2 70..2 75	2 45..2 55
" 30	3 25..3 40	3 05..3 15	2 75..2 80	2 45..2 55
Dec. 7	3 35..3 45	3 10..3 20	2 75..2 80	2 50..2 60
" 14	3 30..3 40	3 10..3 20	2 70..2 80	2 50..2 60
" 21	3 30..3 40	3 10..3 20	2 70..2 80	2 50..2 60
" 28	3 30..3 40	3 10..3 20	2 70..2 80	2 50..2 60

GRAIN.

The grain trade of St. Louis for the year 1895 was disappointing, the aggregate receipts of all cereals being the smallest for over ten years. As in 1894, there was no surplus of either wheat or corn from the crops of the previous year. The winter wheat crop of 1895 was very light, and the immense corn crop did not begin to move in December, as it usually does, from the trans-Mississippi States.

RECEIPTS.

	1895.	1894.	1893.	1892.	1891.
Wheat, bu.....	11,275,885	10,003,242	14,642,999	27,483,855	25,523,183
Corn, bu.....	8,779,290	23,546,945	33,809,405	32,030,030	21,530,940
Oats, bu.....	10,466,160	10,196,605	10,056,225	10,604,810	12,432,215
Rye, bu.....	224,821	140,285	583,799	1,189,153	1,149,490
Barley, bu....	2,104,126	2,083,438	1,986,746	2,691,249	2,108,546
Total	32,850,282	45,970,515	61,079,174	73,999,097	62,744,374

Including flour reduced to wheat, the receipts would be as follows:

1895—Total receipts of Flour and Wheat.....	37,410,330 bushels.
1894—Total receipts of Flour and Wheat.....	51,646,405 bushels.
1893—Total receipts of Flour and Wheat.....	66,348,786 bushels.
1892—Total receipts of Flour and Wheat.....	80,548,136 bushels.
1891—Total receipts of Flour and Wheat.....	68,835,754 bushels.
1890—Total receipts of Flour and Wheat.....	77,795,232 bushels.
1889—Total receipts of Flour and Wheat.....	68,466,596 bushels.
1888—Total receipts of Flour and Wheat.....	51,105,121 bushels.
1887—Total receipts of Flour and Wheat.....	48,748,562 bushels.
1886—Total receipts of Flour and Wheat.....	42,918,800 bushels.

The relative position of the nine principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

	1895—bu.	1894—bu.	1893—bu.	1892—bu.
Chicago	175,908,249	168,549,150	225,983,058	229,205,512
St. Louis.....	32,850,282	45,970,515	61,079,174	73,999,097
Minneapolis	73,265,070	64,106,240	67,092,810	83,034,030
Peoria	38,164,595	30,197,820	33,670,870	29,051,350
Kansas City.....	20,192,900	24,426,050	35,740,400	49,446,100
Milwaukee	31,066,377	19,659,990	35,099,393	36,511,311
Toledo	15,697,362	25,056,308	32,370,460	31,867,291
Duluth & Superior	53,687,433	35,675,959	33,914,990	46,980,494
Detroit	7,258,717	9,655,336	13,528,517	13,029,576

WHEAT.

The receipts of wheat during the past year were 11,275,885 bushels, against 10,003,242 bushels in 1894. The winter wheat crop of 1894 was of excellent quality and of average production. The crop of 1895 was exceedingly light in the winter wheat belt and of inferior grade. The normal yield of spring and winter wheat is about one bushel of the former to two of the latter. But in 1895, while the acreage of winter wheat was 22,609,322, the yield was but 261,242,134 bushels, or 11.6 bushels per acre. Spring wheat acreage was 11,438,010, and the yield 205,860,813 bushels, or 18 bushels per acre. There was a good home demand at all times, which left little for export. There was, however, some movement in that direction, 452,600 bushels having been shipped to Europe, via the Atlantic seaboard, and 438,614 via New Orleans.

Prices of No. 2 red ranged, during January and February, from 48¾ to 53 cents, reaching 65 cents in April and 85 cents in May, and declining to 59 in September, and closing in December at 66½ cents, the lowest quotation being 48¾, on January 28th.

The receipts at principal primary markets were as follows:

RECEIPTS OF WHEAT.

	1895—bu.	1894—bu.	1893—bu.
Minneapolis	65,436,390	55,000,610	57,890,460
Chicago	20,637,642	25,665,902	35,355,101
Duluth and Superior.....	49,599,373	32,225,769	32,910,398
St. Louis.....	11,275,885	10,003,242	14,642,999
Toledo	7,836,430	18,380,284	23,498,309
Kansas City.....	8,230,800	9,550,000	16,868,400
Milwaukee	9,697,379	8,101,616	12,806,319
Detroit	2,796,835	5,113,096	8,810,454

The crop in the wheat producing States from which St. Louis receives her principal supply were as follows:

	1895—bu.	1894—bu.	1893—bu.
Missouri	18,499,968	23,353,920	15,287,552
Kansas	22,919,566	35,315,259	23,251,973
Nebraska	14,787,024	8,754,900	10,687,889
Tennessee	5,766,728	5,897,788	7,443,021
Kentucky	9,501,225	11,905,963	10,584,461
Indiana	20,294,492	43,644,064	35,579,404
Illinois	19,060,712	33,312,370	15,507,313
Iowa	13,654,778	10,737,400	6,749,224

Stocks at the close of the year in public and private elevators were 2,367,144 bushels, as against 7,245,975 bushels at the close of 1894.

CORN.

The amount of corn handled at St. Louis was much less than usual, the receipts amounting to only 8,779,290 bushels. The low stage of the river prevented any large movement by that route, consequently St. Louis exporters were obliged to ship from country points by rail to New Orleans, to meet their orders. The exports from that port were over eight million bushels, a good portion of which was for St. Louis account, and nearly all of it was moved by rail to the seaboard.

The crop of 1894 was the smallest since 1881, and the high price prevented exportation. The crop of 1895—2,151,138,580 bushels—was the largest ever grown, and at prices prevailing, there was a good demand from Europe. But the country was disinclined to accept the low price, preferring to crib and hold; consequently very little of the crop was moved in December. The lowest price reached for No. 2 was 23½ cents per bushel, on December 19th, 20th, 28th, 30th and 31st.

RECEIPTS OF CORN.

	1895. Bushels.	1894. Bushels.	1893. Bushels.	1892. Bushels.
Chicago	59,527,718	64,951,815	91,255,154	78,510,385
St. Louis.....	8,779,290	23,546,945	33,809,405	32,030,030
Peoria	15,596,695	13,370,170	11,851,020	11,523,200
Kansas City.....	8,395,500	10,933,600	14,546,000	13,657,100
Toledo	6,845,204	5,798,689	7,820,133	7,472,814
Detroit	1,903,746	1,602,610	1,787,381	1,320,583
Milwaukee	1,256,450	1,516,400	1,455,975	1,396,790
Cincinnati	8,492,763	10,744,781	6,684,547	4,844,630
Indianapolis	5,221,800	4,394,400	3,688,200	3,300,200

The crops of the corn surplus States for the past and previous years, as reported by the Department of Agriculture, are as follows:

	1895—bu.	1894—bu.	1893—bu.	1892—bu.
Ohio	92,783,186	71,973,737	64,487,266	83,853,000
Indiana	121,435,768	96,888,377	85,368,782	103,334,000
Illinois	255,136,554	169,121,491	160,550,470	165,327,000
Iowa	298,502,650	81,344,010	251,832,150	200,221,000
Missouri.....	298,072,248	116,011,654	158,197,715	152,489,000
Kansas	204,759,746	41,797,728	139,456,702	145,825,000
Nebraska	125,685,069	13,855,524	157,278,895	157,145,000
Total	1,336,375,221	590,992,521	1,017,171,980	1,008,194,000

OATS.

The receipts of oats amounted to 10,466, 160 bushels, about the average amount usually received in this market. Receipts were mainly

from the West and Northwest, and most of the shipments went to the Southern States.

RYE.

Receipts of rye were 224,821 bushels, and shipments, 173,296 bushels.

BARLEY.

The large brewing interest in this city secures large receipts of barley. The amount received during 1895 was 2,104,126 bushels, nearly all of which was consumed here. Included in this amount was 8,000 bushels of barley from Canada.

The prominence of St. Louis in the manufacture of beer is shown in the following statement:

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1877.....	471,232 bbls., or 14,608,192 galls.
1878.....	521,684 bbls., or 16,172,204 galls.
1879.....	613,667 bbls., or 19,023,677 galls.
1880.....	828,072 bbls., or 25,670,232 galls.
1881.....	959,236 bbls., or 29,739,313 galls.
1882.....	1,069,715 bbls., or 33,661,165 galls.
1883.....	1,100,000 bbls., or 34,100,000 galls.
1884.....	1,122,265 bbls., or 34,790,215 galls.
1885.....	1,086,032 bbls., or 33,666,992 galls.
1886.....	1,280,091 bbls., or 39,682,821 galls.
1887.....	1,383,361 bbls., or 43,575,872 galls.
1888.....	1,482,883 bbls., or 46,710,815 galls.
1889.....	1,546,587 bbls., or 48,717,490 galls.
1890.....	1,856,883 bbls., or 58,498,114 galls.
1891.....	1,810,812 bbls., or 56,135,172 galls.
1892.....	1,961,449 bbls., or 60,814,919 galls.
1893.....	2,092,903 bbls., or 64,879,993 galls.
1894.....	1,931,666 bbls., or 59,881,646 galls.
1895.....	1,962,059 bbls., or 60,823,844 galls.

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1885.

MONTHS.	Flour, Bbls.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Rye, Bush.	Barley, Bush.
January	69,210	128,261	1,253,435	557,300	6,345	289,500
February	59,980	66,447	790,405	419,315	13,300	173,250
March	102,230	177,290	641,830	537,620	15,422	78,000
April	95,385	158,333	298,125	666,950	5,920	72,750
May	87,607	812,895	528,835	730,530	3,292	15,021
June	67,386	316,500	285,140	630,200	1,256	.....
July	61,445	1,902,350	332,585	660,560	10,404	890
August	79,216	2,353,692	741,630	1,176,600	16,823	758
September	79,610	1,202,560	711,770	1,495,365	9,271	7,840
October	123,695	1,508,110	318,110	1,850,590	67,474	622,091
November	83,890	1,150,120	836,920	763,050	52,914	419,017
December	103,690	957,447	1,440,505	678,080	22,400	445,009
By wagon.....	.....	541,880	600,000	300,000	.....	.....
Total	1,013,344	11,275,885	8,779,290	10,466,190	224,821	2,104,126

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1885.

MONTHS.	Flour, Bbls.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Rye, Bush.	Barley, Bush.
January	131,182	1,089,813	21,090	383,231	6,143	11,923
February	154,460	621,307	430,081	339,364	11,490	8,256
March	251,727	744,461	351,470	377,877	21,063	2,862
April	210,089	666,523	1,170,474	202,481	7,511	6,639
May	184,847	1,406,730	414,059	280,731	1,160	756
June	151,625	506,111	408,538	223,562	.....	116
July	131,660	310,019	528,300	244,247	4,455	.....
August	196,907	514,134	652,474	468,075	9,970	.....
September	189,670	460,319	430,020	760,361	10,806	334
October	213,493	758,553	448,230	733,130	44,291	4,665
November	168,633	361,167	483,093	320,225	35,188	5,430
December	162,376	439,476	1,148,540	271,940	21,220	4,320
Total.....	2,145,659	7,878,613	6,981,369	4,605,274	173,296	45,351

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY YEARS.

YEAR.	Receipts.	Shipments.
1876	30,835,376	28,907,601
1877	34,198,700	25,333,588
1878	36,107,334	29,432,435
1879	46,037,578	33,676,424
1880	60,477,547	48,321,983
1881	51,784,403	39,509,218
1882	54,693,141	41,540,103
1883	51,983,494	37,632,949
1884	52,776,832	41,227,380
1885	52,579,425	38,833,580
1886	42,918,800	27,690,878
1887	48,748,562	36,003,822
1888	51,195,121	38,402,167
1889	68,466,596	56,232,700
1890	77,795,232	65,155,187
1891	68,835,754	51,350,319
1892	80,548,136	53,545,976
1893	66,348,786	51,487,600
1894	51,646,405	35,170,487
1895	37,410,330	29,339,368

Since 1882, Flour is reduced to Wheat at four and one-half bushels to the barrel; previous to 1882, at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	WHEAT BUSHELS.			CORN BUSHELS.			OATS BUSHELS.			RYE BUSHELS.			BARLEY BUSHELS.		
	Receipts.	Shipm'ts		Receipts.	Shipm'ts		Receipts.	Shipm'ts		Receipts.	Shipm'ts		Receipts.	Shipm'ts	
1869	6,782,454	1,715,005		2,385,713	1,286,863		2,461,814	2,905,002		288,056	110,947		757,600	57,134	
1870	6,685,253	1,686,563		4,708,838	3,637,060		4,619,510	3,144,744		100,254	188,525		778,519	70,451	
1871	7,811,910	1,046,533		6,080,734	4,469,849		4,353,069	2,484,533		138,756	100,254		876,217	62,843	
1872	6,007,978	913,477		8,079,387	6,079,739		5,467,800	3,215,205		150,208	150,208		1,283,488	97,566	
1873	6,185,088	1,210,286		7,701,137	5,260,916		5,539,853	3,215,205		206,652	206,652		1,158,618	125,604	
1874	8,265,221	1,938,841		6,991,677	4,148,556		5,206,967	3,027,663		166,183	166,183		1,421,406	227,418	
1875	7,604,265	1,632,453		6,710,263	3,523,974		5,006,550	2,877,065		276,700	134,960		1,171,337	146,330	
1876	8,037,574	2,630,007		15,249,909	12,728,849		3,660,912	1,932,963		394,192	394,192		1,492,965	223,680	
1877	8,374,151	2,410,190		11,847,771	9,305,014		3,124,721	1,550,965		307,183	307,183		1,326,490	188,251	
1878	14,035,431	6,900,802		9,009,723	6,332,712		3,882,276	1,792,801		747,907	747,907		1,617,232	240,799	
1879	17,083,863	7,302,076		13,880,636	8,311,065		5,002,185	2,154,026		815,728	423,720		1,831,507	280,422	
1880	21,022,575	11,813,879		22,298,077	17,571,322		6,641,613	2,641,613		483,765	276,041		2,561,982	155,113	
1881	13,426,871	6,921,680		21,269,310	16,300,180		6,295,050	2,222,353		469,769	304,761		2,411,733	187,064	
1882	16,000,704	6,480,765		14,541,555	10,370,975		8,138,515	3,410,011		463,707	344,670		1,813,968	86,245	
1883	16,968,809	7,177,963		20,001,450	15,139,849		6,462,787	3,042,960		632,270	532,557		2,860,798	180,900	
1884	10,680,677	2,332,609		26,114,732	20,491,416		7,383,539	3,680,329		726,788	686,640		2,625,841	169,781	
1885	12,808,864	2,429,463		16,387,071	11,848,965		7,426,915	2,764,922		447,843	337,018		3,017,362	210,940	
1886	6,288,268	16,576,886		16,576,886	13,941,172		9,768,545	3,780,729		286,726	276,353		2,629,781	215,377	
1887	14,610,315	4,412,506		20,239,439	15,904,759		10,466,760	5,414,764		421,514	176,353		3,932,193	291,337	
1888	13,010,108	5,351,141		34,299,781	30,046,187		11,347,340	6,806,877		679,364	276,233		3,044,961	334,063	
1889	13,810,591	3,688,015		45,003,681	40,616,333		12,229,965	7,191,868		501,064	909,072		3,070,807	352,173	
1890	11,730,774	26,523,183		21,630,940	14,381,603		13,432,215	7,772,353		1,149,490	1,089,408		2,794,890	230,155	
1891	27,433,555	14,977,215		32,080,080	22,606,756		10,604,810	4,972,928		1,139,153	1,082,374		2,106,546	173,663	
1892	14,642,999	7,386,694		33,809,405	29,656,427		10,984,276	5,837,799		1,986,746	2,691,249		1,986,746	188,563	
1893	10,003,242	3,140,172		23,546,945	18,153,853		10,196,005	3,900,909		140,295	120,036		2,083,438	122,613	
1894	11,275,585	7,878,613		8,779,290	6,361,369		10,466,180	4,605,274		224,821	173,296		2,104,126	45,851	

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

YEAR.	WHEAT BUSHELS.			OATS BUSHELS.			RYE BUSHELS.			BARLEY BUSHELS.		
	Wheat, bu.	Corn, bu.		Oats, bu.	Corn, bu.		Wheat, bu.	Oats, bu.		Rye, bu.	Oats, bu.	Barley, bu.
1876	510,956	552,072		154,202	50,954		1886	4,422,396		1,782,987	639,820	110,260
1877	413,495	280,945		31,470	36,027		1887	4,673,389		1,062,980	1,230,636	107,536
1878	437,149	492,694		37,213	42,720		1888	2,805,153		1,257,375	709,655	112,609
1879	1,232,253	1,379,326		187,122	55,904		1889	3,568,671		543,723	33,700	254,241
1880	1,962,797	1,616,916		221,440	63,214		1890	2,222,141		378,210	4,136	106,433
1881	877,202	953,073		162,466	91,941		1891	3,153,384		509,899	87,541	165,514
1882	886,562	905,316		72,563	94,570		1892	7,646,050		1,096,634	172,406	43,619
1883	1,998,884	1,177,236		176,092	125,292		1893	6,573,312		380,068	51,017	3,968
1884	2,692,250	1,516,748		87,080	27,567		1894	7,245,975		1,755,973	750,356	4,489
1885	2,676,049	1,277,909		197,688	20,152		1895	3,867,144		44,879	639,002	11,158

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1895.	1894.	Months.	1894.	1895.
January	128,261	394,560	January	357,029	1,089,813
February ...	66,447	192,478	February ...	402,189	621,307
March	177,290	284,152	March	418,140	744,461
April	158,333	271,639	April	599,846	666,523
May	812,895	184,674	May	206,895	1,406,730
June	316,500	209,147	June	128,031	506,111
July	1,902,350	3,348,303	July	205,698	310,019
August	2,353,692	2,331,038	August	185,939	514,134
September ..	1,202,560	1,133,852	September ..	225,790	460,319
October	1,508,110	555,420	October	15,541	758,553
November ...	1,150,120	582,992	November ...	270,118	361,167
December ...	957,447	186,509	December ...	124,956	439,476
By Wagon...	541,880	328,478			
Total bu...	11,275,885	10,003,242	Total bu...	3,140,172	7,878,613

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1893.	1894.	1895.
The West by rail and Missouri River..	8,481,959	4,894,554	3,712,567
The South by rail from west of Missis- sippi River.....	466,429	922,309	752,958
The South by Mississippi River boats..	1,449,833	1,066,934	812,164
The South by rail from east of Missis- sippi River.....	1,959,411	874,143	447,295
The East by rail and by Illinois River..	700,503	851,319	2,761,366
The North and Northwest by rail and river	1,084,864	1,065,505	2,247,654
Wagons from near the City.....	500,000	328,478	541,880
Total Receipts, bushels.....	14,642,999	10,003,242	11,275,884

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1893.	1894.	1895.
Europe direct, via. Atlantic seaboard..	717,733	407,197	452,600
Europe, via. New Orleans, by river....	3,710,419	1,042,197	438,614
The East by rail and Illinois River....	2,441,455	826,169	1,857,448
The West by rail and Missouri River..	16,553	3,472	49,318
*The South by rail.....	915,362	799,142	4,979,682
The South by river (local).....	.....	3,555	56,031
The North by rail and river.....	35,162	58,440	44,920
Total Shipments, bushels.....	7,836,684	3,140,172	7,878,613

*A portion of this amount was transferred to barges at Belmont for export.

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1894.	1895.	Months.	1894.	1895.
January	3,408,165	1,253,435	January	3,019,841	21,090
February	2,829,565	790,405	February ...	1,888,134	430,081
March	3,265,040	641,830	March	3,218,787	851,470
April	2,794,280	298,125	April	2,485,351	1,170,474
May	3,071,745	528,835	May	2,462,572	414,059
June	2,015,685	285,140	June	2,203,093	403,538
July	1,610,590	332,585	July	1,415,527	528,300
August	666,860	741,630	August	683,576	652,474
September ..	332,475	711,770	September ..	124,751	430,020
October	393,745	318,110	October	89,812	448,230
November ..	940,685	836,920	November ..	152,623	483,093
December ..	1,618,710	1,440,505	December ...	59,786	1,148,540
By Wagons..	600,000	600,000			
Total bu...	23,546,945	8,779,290	Total bu...	18,163,853	6,981,369

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1893.	1894.	1895.
The West by Rail and Missouri River..	19,676,085	10,700,030	3,610,505
The South by rail from west of Missis- sippi River.....	9,875	470,445	317,265
The South by Mississippi River boats..	5,790	42,435	118,310
The South by rail from east of Missis- sippi River.....	3,500	66,320	45,525
The East by rail and by Illinois River..	380,000	2,238,280	3,005,300
The North and Northwest by rail and river	13,134,155	9,429,435	1,082,385
Wagons from near the City.....	600,000	600,000	600,000
Total Receipts, bushels.....	33,809,405	23,546,945	8,779,290

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1893.	1894.	1895.
Europe, via. Atlantic seaboard.....	3,872,232	1,508,679	1,957,660
Europe, via. New Orleans.....	3,293,808	1,263,310	1,252,811
Canada	9,375	3,532	5,171
Cuba and Mexico.....	580,714	430,385	42,573
Eastern points by rail.....	8,039,128	1,593,486	1,109,414
*Southern points by rail.....	13,227,951	12,532,153	2,464,991
Southern points by river.....	449,880	815,961	133,353
Local points.....	183,339	16,347	15,396
Total Shipments, bushels.....	29,656,427	18,163,853	6,981,369

*A part of this amount was transferred to barges at Belmont for export.

OATS.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months	1894.	1895.	Months.	1894.	1895.
January	873,680	557,300	January	448,301	383,231
February ...	548,905	419,315	February ...	356,935	339,364
March	939,230	537,620	March	444,331	377,877
April	841,190	666,950	April	574,332	202,481
May	1,053,830	730,530	May	486,251	280,781
June	551,570	630,200	June	306,296	223,562
July	733,440	660,560	July	171,541	244,247
August	1,031,060	1,176,600	August	260,707	468,075
September ..	1,106,250	1,495,365	September ..	176,958	760,361
October	1,021,370	1,850,590	October	247,607	733,130
November ...	653,610	763,050	November ..	164,197	320,225
December ...	542,470	678,080	December ...	272,353	271,940
By Wagon...	300,000	300,000			
Total bu...	10,196,605	10,466,160	Total bu...	3,909,809	4,605,274

SOURCES OF SUPPLY FOR THREE YEARS.

FROM.	1893.	1894.	1895.
The West by rail and Missouri River..	4,639,860	2,843,210	4,096,925
The South by rail from west of Missis- sippi River.....		109,460	99,655
The South by Mississippi River boats..	240	585	1,165
The South by rail from east of Missis- sippi River.....	11,280	16,715	1,470
The East by rail and by Illinois River..	871,915	2,654,645	1,056,070
The North by rail and river.....	4,232,930	4,271,990	4,910,875
Wagons near the city.....	300,000	300,000	300,000
Total Receipts, bushels.....	10,056,225	10,196,605	10,466,160

DIRECTION OF SHIPMENTS.

To	1894.	1895.
The West.....	97,721	99,929
The South by rail.....	3,100,526	3,426,696
The South by river.....	536,775	758,225
The East by rail.....	172,127	316,629
Local points.....	2,660	3,525
Total shipments, bushels.....	3,909,809	4,605,274

In 1894.—Of the shipments East by rail, 1,570 bushels went to Hol-
land.

Of the shipments South by rail, 33,092 bushels went to
Cuba.

In 1895, 800 bushels oats went to Germany, 1,800 to Ireland and 1,300
bushels to Cuba.

RYE.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1894.	1895.	Months.	1894.	1895.
January	20,300	6,345	January	30,147	6,143
February ...	16,800	13,300	February ...	10,291	11,490
March	10,500	15,422	March	11,724	21,063
April	8,508	5,920	April	4,954	7,511
May	8,033	3,292	May	5,850	1,160
June	1,958	1,256	June	943	.....
July	8,308	10,404	July	3,408	4,455
August	8,458	16,823	August	6,285	9,970
September ..	24,313	9,271	September ..	6,417	10,805
October	7,907	67,474	October	7,883	44,291
November ..	7,600	52,914	November ..	12,678	35,188
December ...	18,200	22,400	December ...	19,456	21,220
Total bu...	140,285	224,821	Total bu...	120,036	173,296

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1893.	1894.	1895.
The West by rail and Missouri River..	502,600	44,465	99,642
The South by rail from west of Missis- sippi River.....	.....	.....	7,022
The South by Mississippi River boats..	81	175	329
The South by rail from east of Missis- sippi River.....	1,445	.....	104
The East by rail and Illinois River.....	.....	45,387	17,230
The North by rail and river.....	79,673	50,258	100,494
Total Receipts, bushels.....	583,799	140,285	224,821

BARLEY.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1894.	1895.	Months.	1894.	1895.
January	237,000	269,500	January	26,231	11,923
February ...	144,000	173,250	February ...	22,775	8,256
March	119,250	78,000	March	27,167	2,862
April	35,250	72,750	April	11,939	6,699
May	12,000	15,021	May	1,458	756
June			June	86	116
July	42	890	July		
August	937	758	August	233	
September ..	127,556	7,840	September ..	778	334
October	548,549	622,091	October	19,558	4,635
November ..	357,854	419,017	November ..	10,273	5,430
December ...	501,000	445,009	December ...	2,025	4,320
Total bu...	2,083,438	2,104,126	Total bu...	122,613	45,351

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1893.	1894.	1895.
The West by rail and Missouri River..	217,509	64,694	157,544
The South by rail from west of Missis- sippi River.....	3,000	117	750
The South by Mississippi River boats..	518	960	2,903
The South by rail from east of Missis- sippi River.....	119		
The East by rail and Illinois River....	827,750	1,473,417	1,372,779
The North by rail and river.....	937,850	544,250	570,150
Total Receipts, bushels.....	1,986,746	2,083,438	2,104,126

No Canada barley received in 1893.

20,000 bushels Canada barley received in 1894.

8,000 bushels Canada barley received in 1895.

DAILY RANGE DURING JANUARY, OF CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE FUTURES
ON WHEAT, CORN AND OATS.

1895.	WHEAT.				CORN.				OATS.	
	CASH.	JAN.	MAY.	JULY.	CASH.	JAN.	FEB.	MAY.	JULY.	MAY.
2.....	51 1/2	bid	nom 55	.....	42 1/2 @ 42 1/2	42 1/2 @ 42 1/2	bid 42 1/2	44 1/2 @ 44 1/2	45 1/2 @ 45 1/2	31 1/2 @ 31 1/2
3.....	51 1/2	51 1/2	54 1/2	.....	42 1/2	42 1/2	42 1/2	44 1/2	45 1/2	31 1/2
4.....	52	51 1/2	54 1/2	.....	41 1/2	42	42 1/2	44 1/2	45 1/2	30 1/2
5.....	52 1/2	52 1/2	55 1/2	.....	42 1/2	42 1/2	42 1/2	45 1/2	45 1/2	30 1/2
6.....	52 1/2	52 1/2	55 1/2	.....	42 1/2	42 1/2	42 1/2	45 1/2	45 1/2	30 1/2
7.....	52 1/2	52 1/2	55 1/2	.....	42 1/2	42 1/2	42 1/2	45 1/2	45 1/2	30 1/2
8.....	52 1/2	52 1/2	55 1/2	.....	42 1/2	42 1/2	42 1/2	45 1/2	45 1/2	30 1/2
9.....	52 1/2	52 1/2	55 1/2	.....	42 1/2	42 1/2	42 1/2	45 1/2	45 1/2	30 1/2
10.....	52 1/2	52 1/2	55 1/2	.....	42 1/2	42 1/2	42 1/2	45 1/2	45 1/2	30 1/2
11.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
12.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
13.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
14.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
15.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
16.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
17.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
18.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
19.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
20.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
21.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
22.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
23.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
24.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
25.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
26.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
27.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
28.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
29.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
30.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2
31.....	53	53	56 1/2	.....	43 1/2	43 1/2	43 1/2	46 1/2	46 1/2	31 1/2

**DAILY RANGE DURING FEBRUARY OF CASH No. 2 WHEAT AND No. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.**

	1885.	WHEAT.				CORN.				OATS.	
		FEB.		MAY.		CASH.	FEB.	MAY.	JULY.	MAY.	MAY.
		CASH.			JULY.						
1	50 1/4	50 1/4	nom	50 1/4 @	51 1/4	38	38 1/2	nom	39 1/2 @ 40 1/4	40 1/2	29 @ 29 1/2
2	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	38	38	b d	40 1/4 39 1/2	40 1/2	29 29 1/2
3	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	38 1/4	38 1/4	b d	40 1/4 40 1/2	40 1/2	29 29 1/2
4	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	39 1/4	39 1/4	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
5	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	40	40	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
6	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	40 1/4	40 1/4	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
7	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	40 1/2	40 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
8	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/4	41 1/4	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
9	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
10	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
11	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
12	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
13	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
14	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
15	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
16	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
17	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
18	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
19	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
20	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
21	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
22	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
23	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
24	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
25	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
26	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
27	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2
28	50 1/4	50 1/4	nom	50 1/4	51 1/4 b	41 1/2	41 1/2	nom	40 1/4 41 1/2	41 1/2	29 29 1/2

DAILY RANGE DURING MARCH OF CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1905.	WHEAT.				CORN.				OATS.		
	CASH.	MAROH.	MAY.	JULY.	CASH.	MAROH.	MAY.	JULY.	MAY.	JUNE.	JULY.
1.....	52½	52½	53½ @53½	53½ @53½	41½	41½	42½	42½ @42½	29½ @30	29½ @%	29½ ask
2.....	52½	52½	53½	53½	41½	41½	42½	42½	29½	29½	29½ nom
3.....	53	53	53½	53½	41½	41½	41½	42½	29½	29½	29½ ask
4.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
5.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
6.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
7.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
8.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
9.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
10.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
11.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
12.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
13.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
14.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
15.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
16.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
17.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
18.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
19.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
20.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
21.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
22.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
23.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
24.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
25.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
26.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
27.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
28.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
29.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom
30.....	53	53½	53½	53½	41½	41½	41½	42½	29½	29½	29½ nom

DAILY RANGE DURING APRIL ON CASH No. 2 WHEAT AND No. 2 CORN, AND PRICES ON ACTIVE FUTURES
ON WHEAT, CORN AND OATS.

1905.	WHEAT.				CORN.				OATS.			
	CASH.		FUTURES.		CASH.	APRIL.	MAY.	JULY.	SEPT.	MAY.	JUNE.	JULY.
1.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 asked	30 1/2 @ 30 1/2	30 1/4	nom
3.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
4.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
5.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
6.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
7.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
8.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
9.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
10.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
11.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
12.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
13.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
14.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
15.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
16.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
17.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
18.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
19.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
20.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
21.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
22.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
23.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
24.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
25.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
26.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
27.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
28.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
29.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom
30.....	54 1/4	bid	54 1/4	asked	42 1/2	nom	42 1/2	43 1/2 @ 44	44 1/2 bid	30 1/2 @ 30 1/2	30 1/4	nom

DAILY RANGE DURING MAY OF CASH No. 2 WHEAT AND No. 2 CORN AND PRICES ON ACTIVE FUTURES ON
WHEAT, CORN AND OATS.

1905.	WHEAT.				CORN.				OATS.			
	CASH.	MAY.	JULY.	AUG.	SEPT.	CASH.	MAY.	JULY.	SEPT.	MAY.	JULY.	SEPT.
1.....	64	64	61½	60¾	bid	48	45¾ @ 46¾	47¾ @ 48¾	47¾ @ 48¾	29	27¼ @ 27¾	27¾
2.....	64	65	62½	61½	bid	47	47¾	47¾	48¾	29¾	27¾	27¾
3.....	65	66	63½	62½	61½ @ 62½	47	47¾	47¾	48¾	29¾	27¾	ask
4.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	nom	27¾	27
5.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	bid	27¾	27½
6.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	nom	27¾	ask
7.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
8.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
9.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
10.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
11.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
12.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
13.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
14.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
15.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
16.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
17.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
18.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
19.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
20.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
21.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
22.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
23.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
24.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
25.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
26.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
27.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
28.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
29.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
30.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½
31.....	65	66	63½	62½	61½	47½	47¾	47¾	48¾	29¾	27¾	27½

DAILY RANGE DURING JUNE OF CASH No. 2 WHEAT AND No. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1905.	WHEAT.					CORN.				OATS.			
	CASH.		JULY.			CASH.	JUNE.	JULY.	SEPT.	JUNE.	JULY.	JUNE.	JULY.
1.....	84½ @	83	ask 79½	80½ @	78 78½ @ 79½	49½ @ 47½	nom 49½	51½ @ 51½	51½ @ 52½	29 29½	29½ @ 29½	29 29½	29½ @ 30
2.....	81½	80½	ask 77½	78 78½	77 77½	47½	nom 47½	49 49½	50½ 50½	29 29½	29½ 29½	29 29½	29½ 29½
3.....	83	80½	ask 79½	79 79½	78½ 79½	48½	nom 48½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
4.....	82½	81½	ask 78½	79 79½	78½ 79½	48½	nom 48½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
5.....	83	81½	ask 78½	79 79½	78½ 79½	48½	nom 48½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
6.....	82½	81½	ask 78½	79 79½	78½ 79½	48½	nom 48½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
7.....	83	81½	ask 78½	79 79½	78½ 79½	48½	nom 48½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
8.....	83	81½	ask 78½	79 79½	78½ 79½	48½	nom 48½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
9.....	83½	82½	ask 79½	80½ @	79½ 80½	49½	nom 49½	51½ 51½	51½ 51½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
10.....	83½	82½	ask 79½	80½ @	79½ 80½	49½	nom 49½	51½ 51½	51½ 51½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
11.....	83½	82½	ask 79½	80½ @	79½ 80½	49½	nom 49½	51½ 51½	51½ 51½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
12.....	83½	82½	ask 79½	80½ @	79½ 80½	49½	nom 49½	51½ 51½	51½ 51½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
13.....	81½	80½	ask 77½	78 78½	77½ 78½	47½	nom 47½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
14.....	81½	80½	ask 77½	78 78½	77½ 78½	47½	nom 47½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
15.....	81½	80½	ask 77½	78 78½	77½ 78½	47½	nom 47½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
16.....	81½	80½	ask 77½	78 78½	77½ 78½	47½	nom 47½	49½ 49½	50½ 50½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
17.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
18.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
19.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
20.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
21.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
22.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
23.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
24.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
25.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
26.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
27.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
28.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½
29.....	75½	74½	ask 73½	74½ @	73½ 74½	46½	nom 46½	48½ 48½	49½ 49½	29½ 29½	29½ 29½	29½ 29½	29½ 29½

DAILY RANGE DURING JULY OF CASH No. 2 WHEAT AND No. 2 CORN AND PRICES ON ACTIVE FUTURES ON
WHEAT, CORN AND OATS.

1895.	WHEAT.					CORN.					OATS.				
	CASH.	JULY.	AUG.	SEPT.	DEC.	CASH.	JULY.	SEPT.	DEC.	MAY.	SEPT.	MAY.	SEPT.	MAY.	
1....	71½	71½	70½	70½	71½	43½	ask	43½	44½	37½	23¼	23¼	23¼	28	ask
2....	70	69½	69½	69½	70½	bid	ask	44½	44½	34	23¼	23¼	23¼	28½	ask
3....	69½	69½	69½	69½	70½	bid	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
4....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
5....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
6....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
7....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
8....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
9....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
10....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
11....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
12....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
13....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
14....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
15....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
16....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
17....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
18....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
19....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
20....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
21....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
22....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
23....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
24....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
25....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
26....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
27....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
28....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
29....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
30....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask
31....	69½	69½	69½	69½	70½	ask	ask	44½	44½	33½	23¼	23¼	23¼	28½	ask

DAILY RANGE DURING AUGUST OF CASH No. 2 WHEAT AND No. 2 CORN AND PRICES ON ACTIVE FUTURES
ON WHEAT, CORN AND OATS.

1885.	WHEAT.					CORN.					OATS.	
	CASH.	AUG.	SEPT.	DEC.	MAY.	CASH.	AUG.	SEPT.	DEC.	MAY.	SEPT.	MAY.
1	69½	bid	68½ @ 70	71½ @	75½	30	nom	bid 40%	bid 30	29	29½ @ 22	25½ @ 25½
2	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
3	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
4	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
5	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
6	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
7	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
8	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
9	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
10	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
11	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
12	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
13	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
14	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
15	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
16	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
17	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
18	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
19	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
20	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
21	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
22	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
23	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
24	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
25	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
26	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
27	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
28	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
29	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
30	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½
31	69½	68½	68½	71½	70½	30	bid 37½	bid 40%	bid 30	29½	29½	25½

DAILY RANGE DURING SEPTEMBER OF CASH No. 2 WHEAT AND No. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

WHEAT.				CORN.				OATS.							
CASH.		SEPT.	DEC.	MAY.		CASH.		SEPT.	OCT.	DEC.	MAY.	SEPT.		DEC.	MAY.
61 1/4	@ 61 1/4	62	@ 61 1/4	63 1/4	@ 63 1/4	64 1/4	@ 64 1/4	65 1/4	@ 65 1/4	66 1/4	@ 66 1/4	67 1/4	@ 67 1/4	68 1/4	@ 68 1/4
60 1/4	@ 60 1/4	61 1/4	@ 61 1/4	62 1/4	@ 62 1/4	63 1/4	@ 63 1/4	64 1/4	@ 64 1/4	65 1/4	@ 65 1/4	66 1/4	@ 66 1/4	67 1/4	@ 67 1/4
59 1/4	@ 59 1/4	60 1/4	@ 60 1/4	61 1/4	@ 61 1/4	62 1/4	@ 62 1/4	63 1/4	@ 63 1/4	64 1/4	@ 64 1/4	65 1/4	@ 65 1/4	66 1/4	@ 66 1/4
58 1/4	@ 58 1/4	59 1/4	@ 59 1/4	60 1/4	@ 60 1/4	61 1/4	@ 61 1/4	62 1/4	@ 62 1/4	63 1/4	@ 63 1/4	64 1/4	@ 64 1/4	65 1/4	@ 65 1/4
57 1/4	@ 57 1/4	58 1/4	@ 58 1/4	59 1/4	@ 59 1/4	60 1/4	@ 60 1/4	61 1/4	@ 61 1/4	62 1/4	@ 62 1/4	63 1/4	@ 63 1/4	64 1/4	@ 64 1/4
56 1/4	@ 56 1/4	57 1/4	@ 57 1/4	58 1/4	@ 58 1/4	59 1/4	@ 59 1/4	60 1/4	@ 60 1/4	61 1/4	@ 61 1/4	62 1/4	@ 62 1/4	63 1/4	@ 63 1/4
55 1/4	@ 55 1/4	56 1/4	@ 56 1/4	57 1/4	@ 57 1/4	58 1/4	@ 58 1/4	59 1/4	@ 59 1/4	60 1/4	@ 60 1/4	61 1/4	@ 61 1/4	62 1/4	@ 62 1/4
54 1/4	@ 54 1/4	55 1/4	@ 55 1/4	56 1/4	@ 56 1/4	57 1/4	@ 57 1/4	58 1/4	@ 58 1/4	59 1/4	@ 59 1/4	60 1/4	@ 60 1/4	61 1/4	@ 61 1/4
53 1/4	@ 53 1/4	54 1/4	@ 54 1/4	55 1/4	@ 55 1/4	56 1/4	@ 56 1/4	57 1/4	@ 57 1/4	58 1/4	@ 58 1/4	59 1/4	@ 59 1/4	60 1/4	@ 60 1/4
52 1/4	@ 52 1/4	53 1/4	@ 53 1/4	54 1/4	@ 54 1/4	55 1/4	@ 55 1/4	56 1/4	@ 56 1/4	57 1/4	@ 57 1/4	58 1/4	@ 58 1/4	59 1/4	@ 59 1/4
51 1/4	@ 51 1/4	52 1/4	@ 52 1/4	53 1/4	@ 53 1/4	54 1/4	@ 54 1/4	55 1/4	@ 55 1/4	56 1/4	@ 56 1/4	57 1/4	@ 57 1/4	58 1/4	@ 58 1/4
50 1/4	@ 50 1/4	51 1/4	@ 51 1/4	52 1/4	@ 52 1/4	53 1/4	@ 53 1/4	54 1/4	@ 54 1/4	55 1/4	@ 55 1/4	56 1/4	@ 56 1/4	57 1/4	@ 57 1/4
49 1/4	@ 49 1/4	50 1/4	@ 50 1/4	51 1/4	@ 51 1/4	52 1/4	@ 52 1/4	53 1/4	@ 53 1/4	54 1/4	@ 54 1/4	55 1/4	@ 55 1/4	56 1/4	@ 56 1/4
48 1/4	@ 48 1/4	49 1/4	@ 49 1/4	50 1/4	@ 50 1/4	51 1/4	@ 51 1/4	52 1/4	@ 52 1/4	53 1/4	@ 53 1/4	54 1/4	@ 54 1/4	55 1/4	@ 55 1/4
47 1/4	@ 47 1/4	48 1/4	@ 48 1/4	49 1/4	@ 49 1/4	50 1/4	@ 50 1/4	51 1/4	@ 51 1/4	52 1/4	@ 52 1/4	53 1/4	@ 53 1/4	54 1/4	@ 54 1/4
46 1/4	@ 46 1/4	47 1/4	@ 47 1/4	48 1/4	@ 48 1/4	49 1/4	@ 49 1/4	50 1/4	@ 50 1/4	51 1/4	@ 51 1/4	52 1/4	@ 52 1/4	53 1/4	@ 53 1/4
45 1/4	@ 45 1/4	46 1/4	@ 46 1/4	47 1/4	@ 47 1/4	48 1/4	@ 48 1/4	49 1/4	@ 49 1/4	50 1/4	@ 50 1/4	51 1/4	@ 51 1/4	52 1/4	@ 52 1/4
44 1/4	@ 44 1/4	45 1/4	@ 45 1/4	46 1/4	@ 46 1/4	47 1/4	@ 47 1/4	48 1/4	@ 48 1/4	49 1/4	@ 49 1/4	50 1/4	@ 50 1/4	51 1/4	@ 51 1/4
43 1/4	@ 43 1/4	44 1/4	@ 44 1/4	45 1/4	@ 45 1/4	46 1/4	@ 46 1/4	47 1/4	@ 47 1/4	48 1/4	@ 48 1/4	49 1/4	@ 49 1/4	50 1/4	@ 50 1/4
42 1/4	@ 42 1/4	43 1/4	@ 43 1/4	44 1/4	@ 44 1/4	45 1/4	@ 45 1/4	46 1/4	@ 46 1/4	47 1/4	@ 47 1/4	48 1/4	@ 48 1/4	49 1/4	@ 49 1/4
41 1/4	@ 41 1/4	42 1/4	@ 42 1/4	43 1/4	@ 43 1/4	44 1/4	@ 44 1/4	45 1/4	@ 45 1/4	46 1/4	@ 46 1/4	47 1/4	@ 47 1/4	48 1/4	@ 48 1/4
40 1/4	@ 40 1/4	41 1/4	@ 41 1/4	42 1/4	@ 42 1/4	43 1/4	@ 43 1/4	44 1/4	@ 44 1/4	45 1/4	@ 45 1/4	46 1/4	@ 46 1/4	47 1/4	@ 47 1/4

DAILY RANGE DURING OCTOBER OF CASH No. 2 WHEAT AND No. 2 CORN AND PRICES ON ACTIVE FUTURES
ON WHEAT, CORN AND OATS.

1886	WHEAT.			CORN.						OATS.	
	CASH.	DEC.	MAY.	CASH.	OCT.	DEC.	YEAR.	JAN.	MAY.	DEC.	MAY.
1.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
2.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
3.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
4.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
5.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
6.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
7.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
8.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
9.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
10.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
11.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
12.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
13.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
14.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
15.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
16.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
17.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
18.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
19.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
20.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
21.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
22.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
23.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
24.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
25.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
26.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
27.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
28.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
29.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
30.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2
31.....	64 1/2	65 1/2	66 1/2	28 1/2	28 1/2	24 1/2	bid 24 1/2	nom 24 1/2	26	ask 21 1/2	21 1/2

DAILY RANGE DURING NOVEMBER OF CASH No. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1896.	WHEAT.				CORN.						OATS.	
	No. 2 Red	NOV.	DEC.	MAY.	CASH	NOV.	DEC.	YEAR.	JAN.	MAY.	MAY.	
1.....	61 1/4	n	58 1/4	asked	20 1/4 @ 20 1/4	21 1/4 asked	24 1/4 @ 24 1/4	24 1/4	n 24 1/4	asked 25 1/4	26 1/4 @ 26 1/4	20 1/4 n
2.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
3.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
4.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
5.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
6.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
7.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
8.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
9.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
10.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
11.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
12.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
13.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
14.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
15.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
16.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
17.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
18.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
19.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
20.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
21.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
22.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
23.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
24.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
25.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
26.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
27.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
28.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
29.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n
30.....	61 1/4	58 1/4	59 1/4	asked	20 1/4	21 1/4	24 1/4	asked	24 1/4	asked 25 1/4	26 1/4	20 1/4 n

DAILY RANGE DURING DECEMBER OF CASH No. 2 WHEAT, AND No. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1905.	WHEAT.				CORN.				OATS.	
	No. 2 Red.		No. 2 Hrd.		No. 2.	DEC.	JAN.	MAY.	DEC.	MAY.
2.....	64	63 3/4	59 3/4	57 3/4	24 1/4	24 1/4	24	25	17 3/4	20 1/4
3.....	63 3/4	63 3/4	57 3/4	57 3/4	24 1/4	24 1/4	23 3/4	25 3/4	17 3/4	20 1/4
4.....	63 3/4	63 3/4	57 3/4	57 3/4	24 1/4	24 1/4	23 3/4	25 3/4	17 3/4	20 1/4
5.....	64	63 3/4	57 3/4	57 3/4	24 1/4	24 1/4	23 3/4	25 3/4	17 3/4	20 1/4
6.....	64	63 3/4	57 3/4	57 3/4	24 1/4	24 1/4	23 3/4	25 3/4	17 3/4	20 1/4
7.....	65	64 3/4	58 3/4	58 3/4	25	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
8.....	65	64 3/4	58 3/4	58 3/4	25	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
9.....	66	65 1/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
10.....	66	65 1/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
11.....	66	65 1/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
12.....	66	65 1/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
13.....	66	65 1/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
14.....	66	65 1/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
15.....	66	65 1/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
16.....	66	65 1/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
17.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
18.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
19.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
20.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
21.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
22.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
23.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
24.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
25.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
26.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
27.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
28.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
29.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
30.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4
31.....	66 3/4	66 3/4	59 3/4	59 3/4	25 3/4	24 3/4	24 3/4	26 1/4	17 3/4	20 1/4

RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS;
FLOUR REDUCED TO WHEAT AT FOUR AND ONE-HALF
BUSHELS TO THE BARREL.

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per Cent of Total Crop marketed at St. Louis.
1887	1,006,443	13,221,688	17,750,681	457,218,000	3.88
1888	964,021	13,416,972	17,845,067	456,329,000	3.91
1889	921,366	12,960,809	17,106,956	414,868,000	4.12
1890	1,340,317	15,205,124	21,236,550	490,560,000	4.33
1891	1,227,546	12,312,260	17,836,217	399,262,000	4.47
1892	1,431,990	26,998,228	33,442,183	611,780,000	5.46
1893	1,397,408	26,013,638	32,301,974	515,949,000	6.26
1894	1,143,435	12,663,604	17,809,061	396,131,725	4.50
1895	1,119,393	10,126,318	15,163,587	460,267,416	3.80

DOMESTIC EXPORTS OF FLOUR AND GRAIN FROM THE UNITED
STATES FOR THE CALENDAR YEAR 1895.

As reported by Mr. Worthington C. Ford, Chief of Bureau of Statistics, Washington, D. C.

Customs Districts from which Exported.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Rye Flour bbls.	Wheat, bush.	Wheat, Flour, bbls.
New York	112,071	19,626,817	160,282	1,345,469	15,603,219	246	4,353	20,339,263	4,516,145
Boston	30,157	5,320,063	48,770	1,520	7,219,290	.....	.....	4,810,364	1,453,157
Philadelphia .....	.....	3,307,413	1,242	59,400	4,925,145	.....	.....	1,537,226	903,122
Baltimore .....	.....	9,045,758	21,047	154,318	6,553,889	.....	2	3,977,261	2,539,981
New Orleans .....	.....	8,758,706	652	23,790	3,778	.....	.....	836,202	91,140
San Francisco	3,302,367	75,027	.....	52,409	.....	.....	.....	18,442,605	925,005
Chicago .....	.....	2,102,074	.....	25,056	.....	.....	.....	222,000	.....
Detroit .....	.....	624,970	13,196	23,034	29,280	187	15	138,028	148,240
Duluth .....	.....	.....	.....	.....	.....	.....	.....	496,504	425,514
Galveston .....	.....	1,233,477	.....	.....	.....	.....	.....	.....	53,244
Huron .....	.....	620,200	2,700	19,858	66,160	.....	.....	.....	139,565
Key West .....	.....	25,954	.....	624	.....	.....	.....	.....	52,971
Miami .....	.....	769,174	.....	224	.....	.....	.....	.....	74,186
Newport News	49,536	4,860,335	11,333	104,982	405,280	.....	.....	1,185,400	1,274,045
Norfolk .....	.....	3,545,363	2,000	860	.....	.....	.....	.....	165,705
Oregon .....	.....	.....	.....	.....	.....	.....	.....	262,091	.....
Oswegatchie .....	.....	508,763	.....	.....	.....	.....	.....	362,145	.....
Portland .....	.....	426,345	112	.....	178,057	.....	.....	30,060	42,616
Puget Sound	22,044	3,922	646	190,945	4,895	404	158	3,172,254	403,191
Superior .....	.....	724	5	971	784	.....	.....	2,412,086	746,075
Willamette	121,018	.....	.....	8,818	.....	.....	.....	8,237,944	489,734
Other districts	3,739	476,535	1,861	125,973	73,028	587	196	311,763	104,974
Tot'l Exp. 1895 ..	3,540,921	61,056,638	263,866	2,038,441	35,062,886	1,424	4,664	65,804,686	14,528,760
" 1894 ..	2,374,693	41,806,711	257,356	632,061	11,891,411	8,674	3,446	72,523,389	16,056,390
" 1893 ..	5,713,399	55,143,918	259,611	7,129,085	7,839,204	763,796	2,403	108,377,569	16,440,603
" 1892 ..	2,151,030	77,471,179	307,264	5,296,804	14,546,806	5,038,667	2,662	125,518,441	17,408,713
" 1891 ..	2,586,318	30,691,861	274,104	4,972,790	10,783,971	7,966,316	5,143	120,638,334	13,023,692
" 1890 ..	827,818	86,817,220	362,479	12,207,359	20,550,332	1,718,508	4,093	49,271,580	11,319,456
" 1889 ..	1,070,567	81,278,006	333,987	3,529,361	17,676,431	1,045,895	4,907	45,610,978	10,450,757
" 1888 ..	1,568,737	33,773,756	286,197	523,744	4,761,932	163,020	2,143	49,531,915	10,714,780
" 1887 ..	434,816	35,579,072	275,221	332,789	8,329,189	299,078	3,472	95,128,641	12,181,310
" 1886 ..	1,199,784	56,683,191	268,947	968,499	21,327,055	144,855	2,484	80,204,387	9,861,538

RECEIPTS OF WHEAT AT ST. LOUIS.

Year.	August—Bush.	July—Bush.	Total, Two Months. Bush.
1895	2,353,692	1,902,350	4,256,042
1894	2,331,038	3,348,303	5,679,341
1893	2,486,228	2,207,104	4,693,332
1892	6,610,977	3,276,424	9,887,401
1891	5,194,505	3,627,926	8,822,431
1890	2,169,492	2,476,360	4,645,852
1889	3,080,892	2,330,065	5,410,957
1888	4,021,192	2,111,395	6,132,587
1887	3,094,627	4,419,464	7,514,091
1886	2,723,037	4,476,270	7,199,307
1885	2,167,175	984,858	3,152,033
1884	3,463,522	1,976,134	5,439,656
1883	3,290,267	1,299,443	4,589,710
1882	3,737,030	4,022,118	7,759,148
1881	1,828,189	1,602,423	3,430,612
1880	3,372,201	4,076,131	7,448,332
1879	2,978,825	2,900,949	5,879,774
1878	2,205,441	1,746,245	3,951,686
1877	1,267,167	1,063,223	3,330,390
1876	1,068,285	796,285	1,861,570

RECEIPTS OF WHEAT BY CROP YEARS.

Year ending June 30,	Bushels.	Year ending June 30,	Bushels.
1885	17,547,567	1891	12,312,350
" " " " 1886	8,400,191	" " " " 1892	35,000,229
" " " " 1887	13,221,688	" " " " 1893	36,013,638
" " " " 1888	12,960,809	" " " " 1894	12,663,604
" " " " 1889	15,205,124	" " " " 1895	10,126,318

GRAIN FUTURES.

HIGHEST AND LOWEST ST. LOUIS PRICES IN 1895.

WHEAT.					CORN.				
	Highest		Lowest.			Highest.		Lowest.	
July.....	83½	May 23	50½	Jan. 29	July.....	55½	b May 23	37a	Dec. 23
August.....	82½	May 23	60½	Aug. 28	September.....	56½	May 23	36b	Sept. 27
September.....	82½	May 27	57	Sept. 16	December.....	35½	July 1	23½	Dec. 30
December.....	81½	June 6	53	Dec. 21	January.....	43½	Jan. 11	23½	Dec. 30
May.....	84	May 29	50	Jan. 29	May.....	52½	b May 20	24½	Dec. 30
					Oats—May.....	31½	Jan. 2	19	Dec. 27

EARLIEST NEW-CROP GRAIN RECEIPTS DURING 1895.

WHEAT—The first arrival of red-winter was on June 8, from Coffeyville, Kas.; it inspected No. 2, and sold at 95c. per bu.; the first car of Missouri growth came June 13th, from Charleston; it also was No. 2, and sold at rate of \$1.00 on trk.

CORN—The first noted arrival in 1895 was on October 7th; it inspected No. 2, and sold at 29c. per bu.

OATS—The first arrival of the 1895 crop was on July 15th; it inspected no-grade, and sold at 16c. per bu. on East trk.

RYE—The first arrivals of the 1895 crop noted on July 3rd, and sold at 59 to 60c.

CORN MEAL.

CORN MEAL, HOMINY, GRITS AND RYE FLOUR MANUFACTURED
IN 1896.

MILLERS.	NAME OF MILL	Capacity 24 Hours.	Corn Meal bbls.	Hominy and Grits, bbls.	Rye Flour, bbls.
Engelke & Feiner...	Southern...	2,000	154,618	50,088	.....
Flanagan & Co.....	P'l Hominy.	1,500	177,600	123,700	.....
National Cereal Co..	Amazon....	700	82,380	22,045	.....
H. B. Eggers & Co..	Meramec...	.....	.....	.....	2,800
H.R. Heinzelman ..	Rock Spring	60	1,178	800	2,624
Total 1895.....	.....	.....	365,771	196,578	4,924
Total 1894.....	.....	.....	436,756	204,859	2,500
Total 1893.....	.....	.....	389,660	124,578	2,500
Total 1892.....	.....	.....	411,179	122,557	6,049
Total 1891.....	.....	.....	555,747	150,144	6,304
Total 1890.....	.....	.....	600,730	164,559	5,052
Total 1889.....	.....	.....	580,952	131,375	10,104
Total 1888.....	.....	.....	446,404	84,216	10,885
Total 1887.....	.....	.....	497,989	64,978	9,230
Total 1886.....	.....	.....	415,420	70,869	6,696
Total 1885.....	.....	.....	483,786	67,118	5,929
Total 1884.....	.....	.....	576,370	78,603	2,517
Total 1883.....	.....	.....	441,157	60,870	6,494
Total 1882.....	.....	.....	738,566	85,201	6,160
Total 1881.....	.....	.....	905,704	122,021	12,001
Total 1880.....	.....	.....	650,856	45,254	23,311
Total 1879.....	.....	.....	425,963	28,595	27,631
Total 1878.....	.....	.....	348,695	19,853	20,121
Total 1877.....	.....	.....	388,271	30,313	27,425

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts Corn Meal, bbls.	Shipments Corn Meal, bbls.	Shipments Hom. and Grits, bbls.
1885	10,536	529,459	49,772
1886	5,921	466,791	61,050
1887	3,506	494,125	49,149
1888	11,390	372,874	83,783
1889	11,185	503,717	88,896
1890	26,275	529,516	109,276
1891	45,914	488,562	107,608
1892	95,233	378,299	87,430
1893	96,366	306,837	56,733
1894	125,035	396,083	78,684
1895	36,260	236,499	60,206

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1895.

January	\$1.95@2.00	July	\$1.95@2.25
February.....	1.90 2.00	August.....	1.75 1.95
March.....	2.00 2.20	September.....	1.55 1.75
April.....	2.10 2.20	October.....	1.45 1.55
May.....	2.20 2.55	November.....	1.35 1.50
June.....	2.15 2.55	December.....	1.30 1.40

OAT MEAL, MANUFACTURED.

Stobie Cereal Mills, 1890.....	20,000 bbls.
Stobie Cereal Mills, 1891.....	20,102 bbls.
Stobie Cereal Mills, 1892.....	22,000 bbls.
Stobie Cereal Mills, 1893.....	20,000 bbls.
Stobie Cereal Mills, 1894.....	20,000 bbls.
Stobie Cereal Mills, 1895.....	25,722 bbls.

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND SHIPSTUFFS FOR
TWENTY-THREE YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1895	434,863	267	1895	1,000,575	342
1894	390,111	480	1894	707,787	850
1893	373,842	633	1893	762,483	1,011
1892	383,152	842	1892	743,093	765
1891	220,663	941	1891	746,646	903
1890	149,432	905	1890	866,521	736
1889	145,010	940	1889	891,539	820
1888	171,145	560	1888	814,474	558
1887	102,548	302	1887	622,650	226
1886	110,763	366	1886	767,856	335
1885	175,662	847	1885	880,395	908
1884	198,700	857	1884	800,881	1,699
1883	232,665	1,032	1883	711,571	1,361
1882	244,814	1,121	1882	686,498	1,934
1881	143,753	644	1881	560,115	1,228
1880	123,374	447	1880	602,103	1,936
1879	118,605	463	1879	539,443	1,185
1878	148,844	336	1878	499,481	1,058
1877	220,564	.....	1877	680,565	.....
1876	179,990	.....	1876	561,458	.....
1875	207,219	.....	1875	578,062	.....
1874	194,345	.....	1874	558,696	.....
1873	82,773	.....	1873	471,447	.....

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN AND SHIP-
STUFFS (CITY PRODUCT) FOR 1886.

MONTHS.	BRAN, PER 100 LBS.			SHIPSTUFFS PER 100 LBS.
	Sacked at Mill.	Sacked and Delivered.	Bulk, Delivered.	
January	60 @ 65	62 @ 65	57 @ 60	75 @ 80
February	65 68	65 70	57 66	75 80
March	67 70	69 72	65 69	72 75
April	66 70	66 70	66 67	67 73
May	66 70	68 72	62 65	72 75
June	64 70	65 70	62 65	71 75
July	62 65	64 66	57 60	74 80
August	57 67	58 68	56 61	65 78
September	52 57	53 58	49 53	60 70
October	53 55	54 57	50 52	60 70
November	47 54	48 55	43 50	54 60
December	45 48	45 50	42 45	55 60

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS DURING THE YEAR 1886.

1886.	WINTER WHEAT.										SPRING WHEAT.						Medit. Wheat.				Hard Winter.				Weevily.	Lime.	Screenings.	Total Cars.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Red.			No. 4 Wint.			Rejected.		No. Grade		Rejected.		No. Grade.		Rejected.		No. Grade.		Rejected.		No. Grade.		Rejected.						No. Grade.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	1		2	3	1		2	3	2		3	2		3	2		3	2		3	2		3	2					3	2		3	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
CARS BY RAIL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
January.....			112			39			9			2			8				

SACK WHEAT INSPECTED.

No. 2 Red Wheat.....	Sacks.	299,733	Rejected	Sacks.
No. 3 " ".....	No. 3	231,900	No Grade	61,998
No. 4 " ".....	No. 4	85,896		16,004
Total Sacks.....		615,529		

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADE, AT THE
CLOSE OF EACH WEEK DURING 1895.**

Saturday Evening.	No. 2 St. Chas. W.	No. 2. White.	No. 3. White.	No. 4. White.	No. 2. Mixed.	No. 3. Mixed.	No. 4.	No. Grade.	No. 2. "Color."	No. 3. "Color."	No. 2. Yellow.	No. 3. Yellow.	Total Corn Bush.
Jan. 5.....	259,073	62,236	1,830	1,186,955	330,060	3,659	799	.....	1,251	988	.....	.....	1,846,851
Jan. 12.....	269,107	61,895	1,830	1,304,703	344,753	5,068	799	.....	1,251	988	.....	.....	1,991,395
Jan. 19.....	307,967	62,532	1,830	1,537,844	337,069	4,381	799	.....	1,251	1,718	.....	.....	2,255,391
Jan. 26.....	321,304	64,484	1,830	1,654,431	250,712	4,381	799	.....	1,251	2,431	.....	.....	2,401,624
Feb. 2.....	344,448	73,013	1,830	1,879,956	369,992	4,381	799	556	2,180	2,975	.....	.....	2,680,131
Feb. 9.....	354,792	74,284	1,830	2,012,082	370,196	4,381	799	6,472	2,180	5,752	.....	.....	2,832,768
Feb. 16.....	350,773	62,744	1,303	2,081,668	332,671	4,381	1,568	7,147	1,251	7,693	.....	.....	2,851,199
Feb. 23.....	357,328	65,169	1,303	2,051,721	346,917	4,381	1,568	8,167	1,785	10,769	.....	.....	2,849,108
Mar. 2.....	375,948	73,219	1,303	1,958,244	376,276	4,371	1,568	10,630	2,390	11,888	738	.....	2,817,585
Mar. 9.....	382,445	74,433	1,303	1,790,312	380,493	5,461	1,568	10,630	2,390	11,888	738	.....	2,661,661
Mar. 16.....	398,919	76,004	1,303	1,653,240	358,017	5,461	1,568	10,630	2,911	11,888	738	.....	2,520,679
Mar. 23.....	414,412	76,004	1,303	1,599,374	265,185	5,461	1,568	11,527	2,911	13,120	.....	.....	2,390,885
Mar. 30.....	411,380	74,841	1,303	1,592,229	261,757	4,572	1,568	10,284	2,911	11,888	.....	.....	2,372,733
Apr. 6.....	404,867	70,594	1,303	1,149,669	202,004	4,572	1,568	9,727	2,911	5,914	.....	.....	1,853,129
Apr. 13.....	398,234	61,104	1,303	984,554	169,182	4,572	1,568	9,727	2,911	5,914	.....	.....	1,639,069
Apr. 20.....	393,189	59,676	1,303	698,482	139,753	2,937	799	9,727	2,911	5,914	.....	.....	1,305,691
Apr. 27.....	371,431	45,514	712	641,825	125,057	2,937	799	9,727	2,911	5,914	.....	.....	1,206,527
May 4.....	367,932	44,800	712	566,677	35,004	2,937	.....	9,727	2,911	5,914	.....	.....	1,036,614
May 11.....	357,360	35,264	712	517,201	32,904	2,937	.....	9,727	2,911	5,914	3,587	.....	998,520
May 18.....	330,663	27,264	.....	524,666	32,904	2,937	.....	7,718	2,911	8,901	.....	.....	937,964
May 25.....	329,024	25,862	.....	525,679	29,646	2,937	.....	7,718	2,390	12,330	1,003	.....	937,589
June 1.....	322,067	25,317	.....	596,106	32,017	2,937	.....	7,718	2,390	13,365	1,003	.....	1,002,920
June 8.....	313,756	30,145	.....	588,146	31,407	3,524	.....	7,718	2,390	8,904	1,003	.....	986,993
June 15.....	300,540	22,174	.....	587,272	34,806	3,524	.....	6,718	2,390	9,907	1,003	.....	917,331
June 22.....	279,364	21,093	.....	409,457	32,849	3,524	.....	6,718	2,390	8,904	1,003	.....	765,302
June 29.....	260,306	20,379	.....	326,135	33,416	3,524	.....	6,718	2,390	8,904	1,003	.....	662,775
July 6.....	235,971	20,379	.....	239,322	31,733	3,524	.....	6,718	2,390	5,917	1,003	.....	546,957
July 13.....	214,214	20,379	.....	228,502	31,733	3,124	.....	6,718	2,390	5,917	1,003	.....	512,980
July 20.....	166,116	20,226	.....	217,458	30,657	2,724	.....	6,718	1,138	2,520	1,003	.....	448,560
July 27.....	135,286	9,097	.....	206,363	26,337	2,724	.....	6,718	1,138	2,520	1,003	.....	391,185
Aug. 3.....	104,415	8,885	.....	94,550	26,104	1,635	.....	3,006	2,123	1,150	1,003	.....	242,871
Aug. 10.....	65,309	3,315	.....	60,343	6,882	111,331	1,271	1,771	.....	985	.....	1,003	252,810
Aug. 17.....	58,387	6,715	498	102,706	7,924	60,572	.....	1,771	.....	.....	1,956	.....	240,529
Aug. 24.....	62,601	3,691	953	140,936	4,568	39,070	.....	1,771	.....	.....	.....	.....	253,590
Aug. 31.....	28,276	1,360	340	225,767	15,679	11,545	.....	1,771	.....	.....	9,939	464	295,141
Sept. 7.....	57,537	2,081	.....	275,065	6,191	12,279	.....	2,275	.....	.....	.....	.....	355,428
Sept. 14.....	61,871	2,092	275	194,176	5,787	7,679	391	2,275	.....	.....	.....	.....	274,546
Sept. 21.....	61,908	1,728	275	277,644	6,437	6,579	1,881	2,275	.....	.....	.....	.....	358,715
Sept. 28.....	74,742	2,130	275	351,510	5,428	3,664	1,881	2,275	.....	.....	.....	.....	441,905
Oct. 5.....	21,217	2,303	275	46,428	4,237	.....	391	537	.....	.....	.....	.....	75,388
Oct. 12.....	15,597	716	.....	33,272	1,087	.....	391	.....	.....	.....	.....	.....	51,064
Oct. 19.....	7,607	716	.....	31,224	.....	.....	125	.....	.....	.....	.....	.....	39,672
Oct. 26.....	485	716	.....	30,752	672	.....	125	.....	.....	.....	.....	.....	32,750
Nov. 2.....	3,222	1,226	.....	42,619	.....	.....	125	.....	.....	.....	.....	.....	47,192
Nov. 9.....	.....	.....	.....	17,041	.....	.....	.....	.....	.....	.....	.....	.....	17,049
Nov. 16.....	481	.....	.....	19,517	.....	.....	.....	.....	.....	.....	.....	.....	19,992
Nov. 23.....	.....	.....	.....	21,258	.....	.....	.....	.....	.....	.....	.....	.....	21,258
Nov. 30.....	.....	.....	.....	39,416	897	.....	.....	.....	.....	.....	.....	.....	40,813
Dec. 7.....	2,852	.....	.....	11,787	290	.....	.....	.....	.....	.....	.....	.....	15,377
Dec. 14.....	2,714	.....	.....	45,117	290	.....	.....	.....	.....	.....	.....	.....	48,121
Dec. 21.....	14,203	.....	.....	128,036	305	.....	.....	.....	.....	.....	.....	.....	143,144
Dec. 28.....	3,713	6,163	.....	52,106	146	.....	.....	.....	.....	.....	546	.....	62,674

STOCK OF WHEAT IN STORE AT ST. LOUIS GRADES AT THE CLOSE OF

Saturday Evening.	No. 1 Red Winter.	No. 2 Red Winter.	No. 3 Red Winter.	No. 4 Winter.	Rejected	No Grade Winter.	No. 2 Hard Winter.
Jan. 5.....	3,039	5,847,713	314,366	53,522	40,549	3,776	598
Jan. 12.....	3,039	5,471,667	309,866	53,068	39,823	3,776	598
Jan. 19.....	3,039	5,002,196	299,866	53,155	39,823	3,776	598
Jan. 26.....	3,039	4,727,696	294,866	53,155	39,823	3,776	598
Feb. 2.....	3,039	4,353,637	294,866	52,511	38,468	3,776	598
Feb. 9.....	1,710	4,042,716	284,866	52,511	38,468	3,776	598
Feb. 16.....	1,710	3,815,317	284,866	52,511	38,468	3,776	598
Feb. 23.....		3,676,849	276,291	52,511	38,468	3,776	598
Mar. 2.....		3,524,078	276,291	52,511	37,051	2,195	598
Mar. 9.....		3,272,578	276,390	52,511	37,051	2,195	598
Mar. 16.....		3,152,961	277,008	52,511	37,051	2,195	5,411
Mar. 23.....		2,863,638	272,008	52,511	37,051	2,195	5,411
Mar. 30.....		2,565,450	272,008	52,511	37,051	2,195	5,411
Apr. 6.....		2,382,348	272,008	52,511	37,051	2,195	4,836
Apr. 13.....		2,199,837	272,008	52,511	37,051	2,195	1,397
Apr. 20.....		2,117,253	270,350	41,049	36,788	2,195	
Apr. 27.....		1,971,762	250,907	27,981	23,462	2,195	
May 4.....		1,710,683	148,275	27,412	24,638	2,195	
May 11.....		1,189,835	145,798	24,219	24,019	2,195	
May 18.....		911,857	135,419	18,008	23,562	2,195	
May 25.....		465,357	131,004	17,471	23,831	2,195	451
June 1.....		337,892	130,376	17,471	23,562	2,195	
June 8.....		152,705	7,311	443	368		
June 15.....		114,760	6,701	443	368		
June 22.....		93,776	6,701	443	862		
June 29.....		70,049	5,950	2,753	1,652	478	
July 6.....		105,003	24,716	7,891	1,279	7,023	
July 13.....		128,173	35,987	19,517	3,858	7,023	
July 20.....		197,121	66,005	33,375	4,817	8,275	
July 27.....		299,143	165,493	50,423	13,288	13,035	
Aug. 3.....		406,464	254,604	55,624	31,664	16,760	493
Aug. 10.....		478,437	343,789	70,356	47,303	17,799	509
Aug. 17.....		553,658	358,221	102,579	56,803	31,079	2,474
Aug. 24.....		639,179	429,548	115,447	71,829	39,673	4,208
Aug. 31.....		672,423	432,449	137,402	72,064	52,653	8,026
Sept. 7.....		705,283	422,967	157,581	79,493	60,039	29,296
Sept. 14.....		609,846	392,470	137,104	83,811	54,545	87,802
Sept. 21.....		624,420	296,400	127,353	91,300	53,019	136,838
Sept. 28.....		577,403	296,607	137,370	65,215	46,457	171,125
Oct. 5.....		452,364	93,506	67,021	16,188	38,765	173,176
Oct. 12.....		362,876	135,437	50,485	17,093	38,377	202,586
Oct. 19.....		350,156	130,959	53,064	19,598	38,377	276,553
Oct. 26.....		319,118	114,470	34,310	23,943	30,531	379,069
Nov. 2.....		308,296	54,585	20,588	19,894	31,368	550,976
Nov. 9.....		261,930	52,574	10,489	18,608	28,664	726,425
Nov. 16.....		247,424	48,870	11,675	21,195	27,969	876,742
Nov. 23.....		231,233	57,902	9,787	19,897	25,323	963,576
Nov. 30.....		193,011	93,422	9,960	15,593	19,797	1,030,738
Dec. 7.....		101,932	85,386	7,891	12,415	19,837	1,007,518
Dec. 14.....		80,265	85,951	8,649	12,133	19,727	1,004,106
Dec. 21.....		118,448	84,573	11,943	14,541	19,727	1,007,054
Dec. 28.....		85,261	75,465	10,480	18,799	17,490	1,019,814

AND EAST ST. LOUIS IN PUBLIC ELEVATORS BY EACH WEEK DURING 1895.

Saturday Evening.	No. 3 Hard Winter.	No. 4 Hard Winter.	No. 2 Spring.	No. 3 Spring.	Rejected Spring.	No. 2 White. Wheat & Rye M'x'd.	Weevily.	Screen-ings.	Burnt.	Total Wheat Bu.
Jan. 5				652		135		13	192	6,143,138
Jan. 12				652		135		13	192	5,882,289
Jan. 19				652		135		13	192	5,403,445
Jan. 26				652		135		13	192	5,123,945
Feb. 2				652		135		13	192	4,747,887
Feb. 9				652		135		13	192	4,425,637
Feb. 16				652		135		13	192	4,198,238
Feb. 23				652		135		13	192	4,049,485
Mar. 2				652		135		13	192	3,893,522
Mar. 9				652		135		13	192	3,642,023
Mar. 16	1,908			652		135		13	192	3,531,845
Mar. 23	1,908			652		135		13	192	3,235,714
Mar. 30	1,908			652		135		13	192	2,937,526
Apr. 6	1,908			652		135		13	192	2,753,843
Apr. 13				652		135		13	192	2,565,991
Apr. 20				652		135		13	192	2,468,627
Apr. 27								13		2,276,310
May 4										1,913,203
May 11										1,386,066
May 18										1,091,141
May 25										640,308
June 1										511,336
June 8										160,827
June 15										122,272
June 22										101,782
June 29	446									81,338
July 6										145,912
July 13										194,859
July 20										309,594
July 27										541,382
Aug. 3										765,609
Aug. 10		546	547	449						959,735
Aug. 17		1,001	547	449						1,136,362
Aug. 24	571	1,634	2,290	505						1,304,884
Aug. 31	2,464	3,149	2,838	752	505					1,384,225
Sept. 7	6,198	2,649	5,979	1,300	461					1,471,245
Sept. 14	8,007	2,649	5,599	1,877	461					1,404,171
Sept. 21	8,695	3,214	6,030	2,313		325	2,011			1,351,918
Sept. 28	8,473	3,214	5,832	2,530		325	1,254			1,315,805
Oct. 5	10,709	4,313	6,981	3,252	490			549		959,520
Oct. 12	11,490	4,884	12,860	11,072	2,333		325	1,254	549	851,620
Oct. 19	12,662	5,716	24,594	18,069	6,440		325	1,254	909	938,691
Oct. 26	15,457	2,510	42,196	24,960	4,986		325	142	594	992,592
Nov. 2	24,521	5,135	49,333	25,624	5,238		325	142		1,096,025
Nov. 9	30,823	7,446	52,810	23,808	4,346		308	142	232	1,218,605
Nov. 16	33,995	9,800	47,849	20,373	3,463		308	142		1,349,805
Nov. 23	38,854	8,319	47,830	24,715	3,010		308	142		1,430,896
Nov. 30	37,694	6,937	37,932	21,094	3,010		308	142	1,222	1,470,910
Dec. 7	37,797	7,693	35,739	15,509	2,359			142	1,222	1,321,440
Dec. 14	25,804	9,514	36,745	16,703	2,359			142		1,302,741
Dec. 21	29,890	10,570	37,397	43,950	2,359			142	640	1,390,734
Dec. 28	31,531	10,981	76,709	32,119	2,966			142		1,381,759

STOCK OF OATS, RYE AND BARLEY IN STORE ST. LOUIS BY GRADE AT CLOSE

OATS.

Saturday Evening.	No. 2 White.	No. 3 White.	No. 4 White.	No. 2	No. 3	No. 4.	No Grade	No. 2 Northern.
Jan. 5.....	222,480	26,748	8,976	463,060	9,352	1,351	.....	10,489
Jan. 12.....	227,906	26,974	7,496	464,576	10,303	1,351	1,252	11,806
Jan. 19.....	226,666	26,794	7,946	438,537	9,352	1,351	1,252	11,153
Jan. 26.....	226,516	26,794	7,946	351,029	9,352	1,351	1,252	10,439
Feb. 2.....	222,851	26,748	7,946	219,407	9,352	1,351	1,252	7,943
Feb. 9.....	201,245	17,989	6,945	212,971	8,092	1,351	1,252	5,994
Feb. 16.....	202,331	12,932	6,945	205,799	8,092	1,351	402	5,559
Feb. 23.....	199,270	11,958	7,754	208,941	8,092	1,351	402	3,908
Mar. 2.....	196,963	11,958	6,945	205,927	8,092	1,351	402	2,006
Mar. 9.....	190,748	8,016	6,945	201,561	6,308	1,351	402	2,781
Mar. 16.....	187,461	8,579	6,945	158,619	6,308	1,351	.....	4,236
Mar. 23.....	182,595	8,579	5,884	114,680	6,308	1,351	.....	3,795
Mar. 30.....	172,529	8,579	5,884	73,323	1,592	1,351	.....	3,795
Apr. 6.....	145,631	1,097	5,884	50,199	2,556	1,351	.....	3,801
Apr. 13.....	133,058	1,097	5,884	50,028	1,592	1,351	.....	.....
Apr. 20.....	126,886	1,097	5,884	25,804	475	.....	.....	.....
Apr. 27.....	122,979	1,097	5,884	43,347	3,553	.....	.....	.....
May 4.....	120,038	3,426	6,896	41,279	475	.....	.....	.....
May 11.....	120,038	3,426	5,884	35,708	15,164	.....	.....	.....
May 18.....	116,062	1,096	5,884	23,606	27,951	.....	.....	.....
May 25.....	101,812	.....	5,884	30,612	6,100	.....	.....	.....
June 1.....	100,442	.....	5,884	52,085	2,524	.....	.....	.....
June 8.....	97,493	.....	5,884	34,649	5,684	.....	.....	.....
June 15.....	87,266	.....	5,884	27,580	5,360	.....	.....	.....
June 22.....	83,266	806	5,884	20,604	15,544	.....	.....	.....
June 29.....	79,643	.....	5,884	20,004	9,530	.....	.....	.....
July 6.....	77,731	2,880	5,884	17,256	3,742	.....	.....	.....
July 13.....	67,130	840	5,884	16,057	1,630	.....	.....	563
July 20.....	55,776	1,107	5,884	14,408	850	.....	3,625	.....
July 27.....	23,011	1,107	4,790	13,856	350	1,298	8,632	.....
Aug. 3.....	8,273	1,314	1,988	9,380	1,404	17,073	14,836	.....
Aug. 10.....	8,061	1,008	919	4,420	19,763	37,940	12,893	.....
Aug. 17.....	1,918	3,833	919	5,185	44,074	64,071	16,582	.....
Aug. 24.....	2,871	7,223	1,666	9,739	71,474	57,666	13,941	.....
Aug. 31.....	990	11,770	.....	12,916	71,716	51,582	16,921	.....
Sept. 7.....	4,813	7,833	.....	7,683	65,399	33,397	19,676	.....
Sept. 14.....	2,208	12,199	1,296	5,794	30,680	17,497	14,462	.....
Sept. 21.....	2,203	23,174	.....	5,320	79,149	15,021	20,617	.....
Sept. 28.....	3,268	22,212	.....	6,955	73,498	20,565	26,543	.....
Oct. 5.....	3,531	38,023	1,694	5,275	75,597	23,875	22,603	.....
Oct. 12.....	7,493	155,555	6,943	8,402	99,456	38,274	12,885	1,074
Oct. 19.....	23,701	259,110	17,041	13,512	120,746	43,466	23,369	3,159
Oct. 26.....	28,675	261,039	13,484	26,028	154,946	32,302	16,523	4,540
Nov. 2.....	21,422	238,933	4,023	29,297	191,702	41,602	19,335	2,362
Nov. 9.....	24,539	224,599	3,112	25,605	206,745	37,718	19,385	.....
Nov. 16.....	28,816	206,406	3,112	31,478	214,408	33,037	19,385	.....
Nov. 23.....	41,661	176,469	3,112	35,143	223,998	33,014	18,591	.....
Nov. 30.....	80,480	186,454	4,935	44,164	226,287	40,675	18,591	1,332
Dec. 7.....	76,568	176,748	6,021	61,532	243,550	40,072	12,129	1,011
Dec. 14.....	74,431	184,300	7,481	64,183	232,338	25,754	12,129	.....
Dec. 21.....	76,667	188,646	7,481	79,918	231,479	25,550	8,379	1,533
Dec. 28.....	96,560	191,282	7,594	75,091	222,795	25,236	8,379	3,159

IN PUBLIC ELEVATORS IN ST. LOUIS AND EAST OF EACH WEEK DURING 1895.

RYE.

Saturday Evening.	No. 2 "Color."	No. 3 "Color."	Oats and Wheat Mixed.	Total Oats Bushels.	No. 2	No. 3	No. 4.	No Grade	Total Rye Bushels.	Total Barley.
Jan. 5			919	742,816	4,489				4,489	35,588
Jan. 12			919	742,851	3,798				3,798	33,980
Jan. 19			919	723,969	3,798				3,798	33,980
Jan. 26			919	634,638	3,798				3,798	30,284
Feb. 2			919	496,388	3,158				3,158	22,317
Feb. 9			919	456,388	3,158				3,158	22,317
Feb. 16			919	444,380	1,554				1,554	21,504
Feb. 23			919	442,596	1,554				1,554	19,777
Mar. 2			919	435,541	1,968				1,968	18,962
Mar. 9			919	419,032	1,554				1,554	18,962
Mar. 16			919	339,508	844				844	18,962
Mar. 23			919	319,111	844				844	18,096
Mar. 30			919	262,972	844				844	10,088
Apr. 6			919	211,238	844				844	3,427
Apr. 13			919	193,928						5,840
Apr. 20				160,144						3,427
Apr. 27				176,860						1,261
May 4				172,113						
May 11				180,220						
May 18				174,598						
May 25				144,408						
June 1				160,935						
June 8				143,710						
June 15				126,070						
June 22				125,503						
June 29				115,061						
July 6				107,593						
July 13				92,444	454				454	
July 20				81,550	791				791	
July 27				52,604	791				791	557
Aug. 3	1,204	1,223		56,710	1,291	505			1,796	557
Aug. 10				90,004	3,463	949			4,412	557
Aug. 17		998		137,581	3,700	1,458			5,158	557
Aug. 24				164,470	3,918	2,980			6,778	557
Aug. 31				155,906	3,422	2,416			5,838	557
Sept. 7				124,221	3,112	3,316		882	7,310	557
Sept. 14				135,131	3,342	3,871		882	8,095	987
Sept. 21				145,484	4,889	4,354		4,429	10,673	987
Sept. 28				157,931	4,462	4,354		1,430	10,426	430
Oct. 5				170,598	7,799	3,680			11,459	430
Oct. 12		978		332,060	8,413	4,847			13,260	430
Oct. 19		978		510,062	6,986	5,354	537		12,877	966
Oct. 26				532,543	6,986	6,743	1,068	223	14,880	5,258
Nov. 2				549,065	7,675	7,761	1,068	223	16,728	4,025
Nov. 9				542,188	8,147	7,619	1,068		16,834	2,232
Nov. 16				536,090	7,894	6,423			14,317	18,738
Nov. 23				535,988	9,094	8,485	495		18,074	17,218
Nov. 30				612,917	7,640	8,107			15,747	13,266
Dec. 7				616,631	6,984	8,951			15,935	11,477
Dec. 14				600,616	6,984	8,951			15,935	10,486
Dec. 21				618,093	6,984	5,470	829		13,283	9,853
Dec. 28				631,136	6,984	5,470	829		13,283	10,604

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1895.

Cities.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.	Total. Bush.
Chicago	20,637,642	59,527,718	79,890,792	1,657,216	14,194,881	175,908,249
New York	28,922,427	25,744,978	25,207,100	161,035	3,494,208	83,529,748
Buffalo	46,848,510	38,244,960	21,943,680	787,340	10,253,440	118,077,930
St. Louis	11,275,885	8,779,290	10,466,160	224,821	2,104,126	32,850,282
Minneapolis	65,436,390	1,103,840	5,481,230	376,380	867,230	73,265,070
Peoria	1,056,450	15,596,635	19,435,050	119,400	1,957,000	38,164,535
Baltimore	4,834,118	11,854,704	2,895,727	364,710	134,993	20,084,252
Kansas City	8,230,800	8,395,500	3,410,000	127,200	29,400	20,192,900
Philadelphia	2,256,100	4,877,823	5,013,105	62,000	923,100	13,132,128
Milwaukee	9,697,379	1,256,450	8,840,075	1,061,001	10,211,472	31,066,377
Toledo	7,836,430	6,845,204	756,512	164,516	94,700	15,697,362
Boston	7,246,048	8,944,476	6,681,607	18,176	163,579	23,053,885
Duluth & Superior	49,599,373	7,001	1,219,218	454,134	2,407,707	53,687,433
New Orleans	868,944	9,927,676	3,018,241	.....	.....	13,814,861
Cincinnati	2,014,682	8,492,763	5,418,652	433,458	1,065,862	17,425,417
Montreal	4,441,512	2,582,631	1,586,184	1,646	177,088	8,799,061
Detroit	2,796,835	1,903,748	1,811,836	81,604	664,696	7,258,717
Cleveland	3,174,249	885,856	1,650,432	.....	273,357	5,983,894
Indianapolis	2,719,500	5,221,800	1,433,000	31,200	10,200	9,415,700
San Francisco	20,426,415	378,868	2,102,683	78,893	5,830,516	28,817,375

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1895.	1894.	1893.	1892.
Flour	Barrels.	18,608,525	20,843,266	21,187,326	15,636,755
Wheat	Bushels.	48,723,512	61,699,092	97,077,135	30,282,615
Corn	Bushels.	68,449,038	52,069,036	64,339,348	104,870,686
Oats	Bushels.	48,022,152	47,144,734	55,911,332	54,622,310
Rye	Bushels.	612,567	684,904	1,274,069	2,303,512
Barley	Bushels.	4,893,968	5,480,977	5,543,838	6,287,165

TRANSACTIONS AT THE CALL BOARD FOR EACH MONTH OF THE YEAR 1895, AND COMPARATIVE FOR PREVIOUS YEARS.

(CAR LOTS REDUCED TO BUSHELS.)

THE CITY OF ST. LOUIS.

197

MONTHS.	WHEAT-BUSH.		CORN-BUSH.		OATS-BUSH.		R.Y.E. BUSH.
	Cash.	Futures.	Cash.	Futures.	Cash.	Futures.	
January	197,600	3,120,000	368,200	3,205,000	24,000	360,000	2,100
February	224,250	2,700,000	312,900	2,630,000	43,000	560,000	4,900
March	234,650	3,040,000	270,900	2,950,000	24,000	330,000	7,000
April	150,150	2,825,000	175,000	2,770,000	45,100	560,000	8,400
May	169,000	3,855,000	252,000	3,050,000	46,200	650,000	4,900
June	162,500	3,300,000	203,000	3,015,000	40,700	830,000	7,000
July	494,000	3,565,000	235,500	3,165,000	68,200	605,000	5,600
August	678,600	4,275,000	393,000	3,100,000	70,400	1,010,000	8,400
September	428,950	4,090,000	251,500	3,010,000	90,200	960,000	8,400
October	260,000	3,260,000	210,000	2,960,000	44,000	680,000	4,900
November	195,000	2,960,000	280,000	2,760,000	33,000	760,000	4,200
December	162,500	2,870,000	350,000	2,650,000	110,000	685,000	5,600
Total 1895.....	3,357,200	39,860,000	3,322,000	35,265,000	638,800	7,990,000	71,400
Total 1894.....	4,968,050	39,520,000	3,564,400	35,705,000	845,900	6,535,000	48,300
Total 1893.....	6,737,050	48,815,000	4,539,500	39,230,000	602,800	4,265,000	63,050
Total 1892.....	7,089,250	55,095,000	5,464,200	45,435,000	895,000	10,575,000	104,300
Total 1891.....	10,385,400	62,160,000	5,898,200	48,120,000	1,326,000	9,255,000	72,100
Total 1890.....	3,192,200	71,890,000	7,502,500	63,940,000	803,000	17,305,000	145,750
Total 1889.....	3,541,400	58,205,000	6,180,600	51,010,000	1,273,000	8,325,000	191,950
Total 1888.....	1,130,250	87,895,000	4,331,400	61,995,000	1,821,000	16,580,000	87,450
Total 1887.....	3,588,500	86,170,000	2,322,650	52,735,000	1,377,000	12,740,000	36,300
Total 1886.....	4,862,500	85,855,000	4,270,750	57,410,000	1,994,000	12,475,000	48,950
Total 1885.....	2,391,500	109,480,000	9,733,350	72,720,000	2,477,700	18,140,000	201,300
Total 1884.....	8,378,500	105,315,000	8,969,950	99,850,000	2,187,900	20,590,000	170,500

VISIBLE SUPPLY OF GRAIN FOR 1895.

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND IN TRANSIT DURING 1895, AS REPORTED BY
THE CHICAGO BOARD OF TRADE.

	Date. 1895.	Wheat. Bu.	Corn. Bu.	Oats. Bu.	Rye. Bu.	Barley. Bu.
January	5	87,886,000	10,672,000	8,826,000	464,000	2,875,000
	12	86,615,000	11,064,000	8,663,000	475,000	2,624,000
	19	85,586,000	12,278,000	8,424,000	448,000	2,316,000
February	26	84,065,000	12,654,000	7,982,000	436,000	2,069,000
	2	83,376,000	12,720,000	7,083,000	404,000	1,796,000
	9	82,422,000	12,883,000	7,136,000	364,000	1,738,000
March	16	80,733,000	12,651,000	6,942,000	353,000	1,665,000
	23	79,476,000	12,969,000	6,772,000	340,000	1,522,000
	2	78,761,000	13,678,000	6,586,000	318,000	1,417,000
April	9	77,717,000	13,792,000	6,408,000	297,000	1,217,000
	16	76,873,000	13,439,000	6,350,000	222,000	1,004,000
	23	75,773,000	13,398,000	6,352,000	272,000	961,000
May	30	74,308,000	13,407,000	6,185,000	267,000	787,000
	6	72,703,000	12,890,000	5,815,000	245,000	685,000
	13	70,487,000	12,221,000	5,727,000	213,000	498,000
June	20	68,626,000	11,589,000	6,242,000	167,000	511,000
	27	65,776,000	11,107,000	6,217,000	151,000	449,000
	4	62,196,000	9,254,000	5,816,000	127,000	402,000
July	11	59,623,000	7,961,000	6,165,000	145,000	240,000
	18	56,484,000	7,567,000	6,833,000	148,000	182,000
	25	54,244,000	8,978,000	7,390,000	137,000	145,000
August	1	52,220,000	10,768,000	8,626,000	136,000	100,000
	8	49,739,000	11,562,000	8,749,000	203,000	102,000
	15	47,717,000	10,785,000	8,686,000	117,000	118,000
September	22	46,225,000	9,499,000	7,976,000	137,000	130,000
	29	44,561,000	9,060,000	7,018,000	146,000	134,000
	6	43,359,000	7,823,000	6,296,000	143,000	70,000
October	13	41,237,000	6,882,000	5,632,000	132,000	51,000
	20	40,483,000	5,941,000	5,137,000	148,000	58,000
	27	39,229,000	5,207,000	4,887,000	155,000	40,000
November	3	38,517,000	4,664,000	3,756,000	194,000	28,000
	10	37,839,000	4,613,000	3,925,000	254,000	44,000
	17	36,892,000	4,293,000	3,631,000	304,000	31,000
December	24	35,088,000	5,287,000	3,719,000	390,000	45,000
	31	35,438,000	5,407,000	3,403,000	443,000	100,000
	7	36,754,000	4,782,000	3,194,000	519,000	188,000
January	14	38,082,000	4,934,000	2,841,000	588,000	497,000
	21	39,385,000	5,411,000	3,045,000	616,000	1,007,000
	28	40,768,000	5,451,000	2,726,000	596,000	1,925,000
February	5	41,832,000	5,414,000	3,436,000	651,000	2,650,000
	12	44,481,000	5,375,000	4,029,000	760,000	3,026,000
	19	46,199,000	6,479,000	4,380,000	879,000	3,701,000
March	26	50,486,000	4,806,000	4,458,000	1,000,000	3,330,000
	2	52,590,000	4,864,000	4,999,000	1,064,000	3,373,000
	9	56,836,000	4,627,000	5,289,000	1,160,000	3,840,000
April	16	60,326,000	4,306,000	5,972,000	1,287,000	4,067,000
	23	62,221,000	4,642,000	6,065,000	1,362,000	4,257,000
	30	63,903,000	5,517,000	6,397,000	1,423,000	5,310,000
May	7	63,786,000	5,207,000	6,011,000	1,451,000	4,784,000
	14	66,534,000	5,227,000	6,134,000	1,555,000	4,475,000
	21	69,398,000	5,789,000	6,408,000	1,556,000	4,204,000
	28	69,958,000	6,817,000	6,468,000	1,553,000	3,762,000

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS.

EACH SATURDAY EVENING DURING 1895.

Saturday Evening.	Wheat. Bu.	Corn Bu.	Oats. Bu.	Rye. Bu.	Barley. Bu.
January 5.....	6,142,136	1,846,851	742,316	4,489	35,538
12.....	5,882,629	1,991,396	742,851	3,798	33,980
19.....	5,403,445	2,255,391	723,959	3,798	33,980
26.....	5,123,945	2,401,624	634,638	3,798	30,284
February 2.....	4,747,887	2,680,131	496,368	3,158	22,317
9.....	4,425,637	2,832,738	456,368	3,158	22,317
16.....	4,198,236	2,851,199	444,380	1,554	21,504
23.....	4,049,485	2,849,108	442,596	1,554	19,777
March 2.....	3,893,522	2,817,586	435,551	1,968	18,952
9.....	3,642,023	2,661,681	419,032	1,554	18,952
16.....	3,531,845	2,520,679	389,508	844	18,952
23.....	3,235,714	2,390,885	319,111	844	18,096
30.....	2,937,526	2,372,733	262,972	844	10,088
April 6.....	2,753,843	1,853,129	211,238	844	3,427
13.....	2,568,991	1,639,039	193,928	.....	5,840
20.....	2,468,627	1,305,691	160,144	.....	3,427
27.....	2,276,310	1,206,827	176,860	.....	1,261
May 4.....	1,913,203	1,036,614	172,113	.....	.....
11.....	1,386,066	998,520	180,220	.....	.....
18.....	1,091,141	937,934	174,598	.....	.....
25.....	640,309	937,539	144,408	.....	.....
June 1.....	511,396	1,002,120	160,935	.....	.....
8.....	160,827	986,893	143,710	.....	.....
15.....	122,272	917,831	128,070	.....	.....
22.....	101,782	765,302	125,508	.....	.....
29.....	81,338	662,775	115,061	.....	.....
July 6.....	145,912	546,957	107,593	.....	.....
13.....	194,859	513,980	92,444	454	.....
20.....	309,594	448,560	81,550	791	.....
27.....	541,382	391,185	52,604	791	557
August 3.....	785,609	242,371	56,710	1,796	557
10.....	959,735	252,310	90,004	4,412	557
17.....	1,136,362	240,529	127,581	5,158	557
24.....	1,304,884	253,590	164,470	6,778	557
31.....	1,384,225	295,141	155,905	5,838	557
September 7.....	1,471,245	355,428	124,221	7,310	557
14.....	1,404,171	274,546	135,131	8,095	987
21.....	1,351,918	359,715	145,484	10,673	987
28.....	1,315,805	441,905	157,931	10,426	430
October 5.....	959,520	76,388	170,598	11,469	490
12.....	851,620	51,064	332,060	13,280	430
19.....	938,691	39,672	510,062	12,877	966
26.....	992,592	32,750	532,643	14,890	5,258
November 2.....	1,096,025	47,192	549,055	16,728	4,025
9.....	1,218,605	17,049	542,188	16,834	2,232
16.....	1,349,805	19,992	536,090	14,317	18,738
23.....	1,430,896	21,258	535,998	18,074	17,218
30.....	1,470,910	40,813	612,917	15,747	13,266
December 7.....	1,321,440	15,377	616,631	15,935	11,477
14.....	1,302,741	48,121	600,616	15,935	10,486
21.....	1,390,784	143,144	618,093	13,283	9,858
28.....	1,381,759	62,674	631,136	13,283	10,604

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS NOT INCLUDED IN ABOVE.

	bushels.		bushels.		bushels.
Jan. 1.....	947,000	May 1.....	144,000	Sept. 1.....	887,000
Feb. 1.....	918,000	June 1.....	286,500	Oct. 1.....	979,000
March 1.....	798,000	July 1.....	95,100	Nov. 1.....	1,046,000
April 1.....	356,500	Aug. 1.....	438,000	Dec. 1.....	980,000

MISSOURI CROPS.

REPORT OF MISSOURI STATE BOARD OF AGRICULTURE.

By J. R. RIPLEY,
Secretary State Board of Agriculture.

Corn.—Acreage was increased to 110 per cent., as compared with 1894, and the estimated yield was 100 per cent. of an average crop, or an increase per acre from 23 to 38 bushels. This gives the total acreage of 6,577,000 acres, and a yield of 250,000,000 bushels of corn of superior quality, estimated at 103 per cent., as compared with average quality.

Wheat.—Acreage sown in the fall of 1894 was 1,550,000 acres, and the estimated yield per acre was 11 bushels, making a total of 17,000,000 bushels, against 23,000,000 bushels in 1894. The crop suffered a damage estimated at 9 per cent. in the shock by continued wet weather and overflow in valley lands.

The acreage sown in fall of 1895, as compared with 1894, shows a decrease of 18 per cent., or about 280,000 acres, occasioned by a want of precipitation, the farmers in some localities being unable to prepare a seed bed.

Oats.—The acreage was increased to 1,140,000 acres, and the yield was estimated at 30 bushels per acre. The grain was good, heavy and bright. A damage of 9 per cent., while in the shock, was occasioned by continued rain.

Hay.—The acreage in meadows was decreased 10 per cent., leaving an acreage for 1895 of 2,360,000 acres, and a total yield of 3,000,000 tons against 2,358,000 for the last season.

Pastures were reduced in area by contributing to the acreage planted to corn, but the State at large never yielded better and more nutritious pasturage than this season.

Cotton was only a fair crop, estimated at 80 per cent. of an average, and a yield of 253 lbs. per acre. The area planted to cotton will approximate 48,000 acres, and a total yield of 12,144,000 lbs., or 25,300 bales, of 480 lbs. each.

Tobacco was estimated at 93 per cent. of an average crop, covering an area of 10,000 acres, and a yield of 750 lbs. to the acre, or a total of 7,500,000 lbs. The quality is reported at 97 per cent. of an average.

Potatoes were increased in acreage 3 per cent., and will approximate 96,000 acres. The condition was advanced from 65 per cent., in 1894, to 101 in 1895, and indicates a yield of 10,000,000 bushels.

RECAPITULATION.

To place this in a more comprehensive form, we have produced in 1895:

250,000,000 bushels corn.
17,000,000 bushels wheat.
34,000,000 bushels oats.
3,000,000 tons of hay.
12,000,000 lbs. of cotton.
7,500,000 lbs. tobacco.
10,000,000 bushels potatoes.

An immense apple crop of only fair quality, and a good yield of small fruits, melons, flax, rye, castor beans, broom corn, clover and sorghum.

Our pastures have been nutritious, our live stock in good condition and unusually healthy, with the exception of hog cholera, by reason of which it is estimated we have lost 12 per cent. of the swine in the State.

The varieties producing the highest yield of wheat for four or more years were as follows, and in the order named: Fultz, extra early red, Currell's prolific, Hindoostan, Jones' winter fife, American bronze and Missouri blue stem, all of which had an average yield of more than thirty bushels per acre.

The varieties producing the highest average yield for three years was as follows, and in the order named: Wharton's favorite, Everitt's high grade, Michigan amber, red challenge and hybrid Mediterranean, all of which gave an average yield of more than thirty-two bushels.

The varieties producing the highest average yield for two years only were: Extra early Oakley, Coriall and Democrat, all of which had an average yield above thirty-five bushels.

The varieties producing the highest yield for one year were: Ruby, valley, swamp and longberry, all of which produced more than thirty-six bushels per acre.

CROPS OF THE YEAR 1895.

From the December Report of the Department of Agriculture, Washington.

REVIEW OF CROP CONDITIONS.

Wheat.—The average date of seeding for the winter wheat crop of 1895 ranged from September 16th, for New York, to December 18th, for California. This was about the usual time, but the conditions were not the most favorable, drought having been prevalent in most of the larger winter-wheat States.

In Tennessee and the valleys of the Ohio, Upper Mississippi, and Missouri, which comprise the greater part of the winter wheat area of the Atlantic slope, the deficiency of moisture in September, October and November was quite marked, while the last of these months showed a temperature below the normal, not only in the regions just named, but also on the Atlantic and Gulf coasts. The condition of winter wheat December 1, 1894, showed the effect of such unfavorable circumstances, the general average for the whole country being only 89, against a mean December average of 93.35 for the eight years from 1886 to 1893 inclusive. In no two of these eight years had the December condition been lower than in 1894.

December was comparatively mild, but during the first three months of 1895 the temperature was below normal in almost every part of the winter-wheat region, the departures in February, in particular, being extraordinary. In the States bordering the Atlantic Coast, snow protection, during a portion of the season, extended as far as Augusta, Ga., and was afforded to some extent even farther south, as well as immediately west of the Allegheny Mountains, and over limited tracts extending outward to the Mississippi and beyond; but in practically the whole of Nebraska, the greater parts of Kansas, Iowa, Missouri, Arkansas, Indian Territory, and Texas, and extensive districts in Illinois, Indiana, Ohio and elsewhere, such protection was either wholly wanting or unusually deficient. A fall in average condition from 89 in December to 81.4 in April, recorded the effects of the rigorous winter. The effects of the want of snow protection were especially noticeable in Kansas and Nebraska, the average condition descending from 73 to 53 in the former, and from 76 to 45 in the latter. There was also much damage from freezing and thawing in those portions of the south outside the limits of adequate snow covering.

The report for May 1 showed an improvement of 1.5 points, the average condition for that date being 82.9. Oregon showed an increase from 86 to 102, Nebraska from 45 to 63, and Tennessee from 81 to 90. Kentucky and Virginia advanced 6 points each, Indiana 4, and Illinois and California 3.

The report for June 1 was decidedly unfavorable, the general average condition having declined to 71.1. The State average declined in Ohio from 85 to 70, in Indiana from 87 to 56, in Illinois from 90 to 51, in Missouri from 90 to 70, in Kansas from 48 to 37, and in Nebraska from 63 to 37. This decline was due mainly to deficient rainfall, with marked fluctuations of temperature. Injuries from rust and insects figured to some extent, but atmospheric conditions may have been primarily responsible even for these.

A further decline occurred during June, and the average condition for July 1st was only 65.8. California fell off twenty points, while New York, Pennsylvania, Virginia, Ohio and Michigan showed marked reductions. Kansas and Nebraska reported some improvement, but yet considerably less than half of a normal crop. Drought during June in a large part of the winter-wheat area of the Atlantic Slope, hot dry winds in California, and in some localities injuries from the Hessian fly and the chinch bug were the chief causes of this decline in the general average. In the most important spring-wheat States, spring plowing was considerably more forward than usual. The average condition of spring wheat on June 1st was 97.8, but favorable weather conditions brought the average by July 1st up to 102.2. Drought in some parts of the spring-wheat region, hail and lodging storms, or damage from smut or insects in others, lowered the condition during July, but yet on August 1st it was still high—95.9.

With a good crop of spring wheat and a better outturn of winter wheat than the last reports of its condition had promised, the average yield for the entire crop amounted to 13.7 bushels per acre.

Corn.—The returns as to spring plowing showed that the proportion done up to May 1, 1895, in preparation for the spring crops of that year, amounted to 82.8 per cent. of the whole, against 83.5 at the same date in 1894. In the States bordering the Atlantic and Gulf coasts, with the one exception of Louisiana, the work was less forward than usual, but in most of the important agricultural States of the interior, the proportion done exceeded the average, the great corn-producing States, with the exception of Tennessee, being among those in which the work was most advanced.

Seeding was effected in good time, and the first report of the condition of corn, that for July 1st, gave 99.3 as the general average for the whole area, against 95 at the corresponding date in 1894. In the Western Gulf States, Tennessee, and the Ohio Valley, and the valleys of the Upper Mississippi and Missouri, comprising the greatest corn-producing States, the precipitation during the month of

July had been somewhat more, and the temperature somewhat less than normal, conditions which on the whole were favorable to the growth of the young plant.

In August the conditions for the same districts were reversed, except in the Missouri Valley, where precipitation continued to be slightly in excess of normal. Increased evaporation, due to the higher temperature, combined with a somewhat deficient rainfall, produced its effect on the crop, and the reports for September 1st showed a reduction of 6.1 points in average condition during August. The report for October 1st showed a further decline, but only of 0.9 of one point, the general average for that date being 95.5. The September temperature, which was almost everywhere in excess of normal, had favored the maturing of the grain, and the crop was sufficiently advanced to suffer no serious detriment from a deficient rainfall, which during that month was about as marked as the excess of heat.

November 1st brought in the returns on average quality, and those on which to base the preliminary estimate of yield. The former gave a general average of 92.3, and the latter indicated an average of 26.2 bushels per acre, which is identical with that derived from the final returns. This yield has been exceeded a number of times, the highest average on record being that for 1872, which amounted to 30.7 bushels per acre. The area is, however, a considerable increase on that of any previous crop, being over $3\frac{3}{4}$ million acres in excess of 1889, the highest previous record. The comparatively high yield, in connection with the extraordinarily large area, resulted in a total crop exceeding any other in our agricultural history. So favorable a result seems somewhat better than might have been expected in view of the long drought which prevailed during the autumn months, but in most of the Southern States the crop was substantially made before the drought set in, and while it suffered more or less severely in the Middle Atlantic States, from New Jersey to Virginia inclusive, and in States bordering the Great Lakes, as well as in Kansas, Nebraska, the Dakotas, and several other Western States, it had in most cases progressed far enough to escape with much less injury than it would have suffered if the early part of the season had been less favorable.

CORN. PRODUCTION AND EXPORTS OF CORN SINCE 1880.

YEARS.	Total area of crop.	Total production.	Total value of crop.	Average value per bu.	Average yield per acre.	Average value per acre.	Exports for fiscal years beginning July 1.
	Acres.	Bushels.	Cts.	Bu.			Bushels p. ct.
1880	62,317,342	1,717,434,543	\$679,714,499	39.6	27.6	\$10.91	93,648,147 5.5
1881	64,262,025	1,194,916,000	769,482,170	63.6	18.6	11.82	44,340,683 3.7
1882	65,659,545	1,617,025,100	783,867,175	48.5	24.6	11.94	41,655,653 2.6
1883	68,301,889	1,551,066,895	658,051,485	42.4	22.7	9.63	46,258,606 3
1884	69,683,780	1,795,528,000	640,735,560	35.7	25.8	9.19	52,876,456 2.9
1885	73,130,150	1,936,176,000	335,674,630	32.8	26.5	8.69	64,829,617 3.3
1886	75,694,208	1,665,441,000	610,311,000	36.6	22	8.06	41,368,584 2.5
1887	72,392,720	1,456,161,000	646,106,770	44.4	20.1	8.92	25,360,869 1.7
1888	75,672,763	1,987,790,000	677,561,580	34.1	26.3	8.95	70,841,673 3.6
1889	78,319,651	2,112,892,000	597,918,829	28.3	27	7.63	103,418,709 4.9
1890	71,970,763	1,489,970,000	754,433,451	50.6	20	10.48	32,041,529 2.2
1891	76,204,515	2,060,154,000	836,439,228	40.6	27	10.98	76,602,285 3.7
1892	70,626,658	1,628,464,000	642,146,630	39.4	23.1	9.09	47,121,894 2.9
1893	72,036,465	1,619,496,131	591,625,627	36.5	22.5	8.21	66,489,529 4.1
1894	62,582,269	1,212,770,052	554,719,162	45.7	19.4	8.86	28,585,405 2.4
1895	82,075,830	2,151,138,530	567,509,106	26.4	26.2	6.91	.....
Av'ge from 1870 to 1879..	43,741,331	1,184,486,954	504,571,048	42.6	27.1	11.54	55,077,828 4.4
Av'ge from 1880 to 1889..	70,543,457	1,703,443,054	668,942,370	39.3	24.1	9.48	58,459,900 3.4
Av'ge from 1890 to 1895..	72,582,750	1,693,665,461	657,812,201	38.8	23.3	9.06	*50,168,128 *3.1

*Average for five years, 1890 to 1894, inclusive.

WHEAT. PRODUCTION AND EXPORTS OF WHEAT SINCE 1880.

YEARS.	Total area of crop	Total production.	Total value of crop.	Average value per bu.	Average yield per acre.	Average value per acre.	Exports for fiscal years beginning July 1.
	Acres.	Bushels.	Cts.	Bu.			Bushels p. ct.
1880	37,986,717	498,549,868	\$474,201,850	95.1	13.1	\$12.48	186,321,514 37.4
1881	37,709,020	383,280,090	456,880,427	119.2	10.2	12.12	121,892,389 31.8
1882	37,067,194	504,185,470	444,602,125	88.2	13.6	11.99	147,811,316 29.3
1883	36,455,593	421,086,160	383,649,272	91.1	11.6	10.52	111,534,182 26.5
1884	39,475,885	512,765,000	330,862,260	64.5	13	8.38	132,570,367 25.9
1885	34,189,246	357,112,000	275,320,390	77.1	10.4	8.05	94,565,794 26.5
1886	36,806,184	457,218,000	314,226,020	68.7	12.4	8.54	153,804,970 33.6
1887	37,641,783	456,329,000	310,612,960	68.1	12.1	8.25	119,625,344 26.2
1888	37,336,138	415,868,000	385,248,030	92.6	11.1	10.32	88,600,743 21.3
1889	38,123,859	490,560,000	342,491,707	69.8	12.9	8.98	109,430,467 22.3
1890	36,087,154	399,262,000	334,773,678	83.8	11.1	9.28	106,181,316 26.6
1891	39,916,897	611,780,000	513,472,711	83.9	15.3	12.86	225,665,812 36.9
1892	38,554,430	515,949,000	322,111,881	62.4	13.4	8.35	191,912,635 37.2
1893	34,629,418	396,131,725	213,171,381	53.8	11.4	6.16	164,283,129 41.5
1894	24,882,436	460,267,416	225,902,025	49.1	13.2	6.48	144,812,718 31.5
1895	34,047,332	467,102,947	237,938,998	50.9	13.7	6.99	.....
Av'ge for 10 years from 1870 to 1879..	25,187,414	312,152,728	327,407,258	104.9	12.4	13	84,592,977 27.1
Av'ge for 10 years from 1880 to 1889..	37,279,162	449,695,359	371,809,504	82.7	12.1	9.97	126,615,709 28.2
Av'ge for 6 years from 1890 to 1895..	36,352,945	475,082,181	307,895,112	64.8	13.1	8.47	*166,571,122 *34.9

*Average for five years, 1890 to 1894, inclusive.

In the tables of production and exports of corn and wheat, the fiscal years to which the figures on exports relate, are those beginning on July 1st, in the years indicated. Thus the exports set opposite the year 1894 are not for the calendar year 1894, nor for the fiscal year ending June 30, 1894, but for the fiscal year beginning July 1, 1894, and ending June 30, 1895. In this way the exports are placed on the same line with the crop out of which they are mainly drawn. As the fiscal year beginning July 1, 1895, is incomplete, the corresponding space in the column of exports is necessarily left blank.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE CORN AND WHEAT CROPS OF 1895.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON:

STATES AND TERRITORIES.	CORN.			WHEAT.		
	Acres.	Bushels.	Value.	Acres.	Bushels.	Value.
Maine	14,212	596,904	\$ 322,328	4,365	83,808	\$ 68,723
New Hampshire	26,854	1,079,531	550,561	2,494	48,134	35,582
Vermont	47,225	2,153,490	1,033,661	6,382	188,078	127,704
Massachusetts	42,078	1,847,224	960,556	.....	.....	.....
Rhode Island	9,217	284,805	159,491	.....	.....	.....
Connecticut	46,658	1,768,338	901,852	.....	.....	.....
New York	506,016	18,014,170	8,106,377	403,374	7,301,069	4,964,727
New Jersey	279,788	9,233,004	3,877,862	108,139	1,340,024	952,056
Pennsylvania	1,298,886	43,512,681	19,969,946	1,232,315	20,456,429	13,286,679
Delaware	203,871	4,281,291	1,455,639	92,181	1,069,300	684,352
Maryland	616,836	16,531,205	6,116,546	458,868	7,809,756	4,392,484
Virginia	1,753,073	32,607,158	12,064,648	699,525	6,505,583	4,228,620
North Carolina	2,508,856	36,378,412	13,823,797	688,196	4,748,552	3,418,957
South Carolina	1,789,271	19,860,908	9,136,018	134,160	858,624	755,589
Georgia	3,244,037	42,172,481	17,290,717	214,630	1,330,705	1,001,173
Florida	552,379	6,186,645	2,907,723	.....	.....	.....
Alabama	2,790,974	44,376,487	16,419,300	49,771	373,283	298,626
Mississippi	2,277,036	35,977,169	13,311,553	4,648	37,184	22,682
Louisiana	1,247,198	22,574,284	9,029,714	.....	.....	.....
Texas	4,087,322	107,906,565	33,450,725	365,200	2,081,640	1,373,882
Arkansas	2,342,305	50,359,558	16,115,059	154,500	1,452,309	856,857
Tennessee	3,325,321	83,133,025	22,445,917	655,310	5,766,728	3,575,371
West Virginia	688,545	16,662,789	6,665,116	406,017	4,303,780	2,969,608
Kentucky	3,010,876	93,939,331	25,363,619	871,672	9,501,225	5,795,747
Ohio	2,846,110	92,783,186	25,051,460	2,422,224	32,215,579	19,329,347
Michigan	994,090	33,600,242	10,752,077	1,154,379	16,237,803	9,142,682
Indiana	3,702,310	121,435,768	27,930,227	2,205,923	20,294,492	11,567,869
Illinois	6,821,833	255,136,554	56,130,042	1,732,792	19,060,712	10,162,177
Wisconsin	1,040,676	33,093,497	9,928,049	555,885	8,616,218	4,394,271
Minnesota	1,152,458	35,956,690	7,197,338	2,851,485	65,584,155	28,857,028
Iowa	8,504,349	298,502,650	53,730,477	700,245	13,654,778	6,281,198
Missouri	6,613,118	238,072,248	47,614,450	1,541,664	18,498,968	9,434,684
Kansas	8,426,327	204,759,746	61,427,924	2,976,567	22,919,566	10,313,805
Nebraska	7,806,526	125,085,069	22,623,312	1,232,252	14,787,024	5,914,310
South Dakota	1,119,229	12,423,442	2,857,332	2,438,424	29,261,068	11,119,213
North Dakota	30,933	658,979	158,155	2,907,510	61,057,710	23,201,930
Montana	1,331	33,275	24,956	44,570	1,065,223	777,613
Wyoming	2,483	68,283	38,921	7,623	198,198	126,847
Colorado	178,308	3,690,976	1,513,300	119,500	2,808,250	1,572,629
New Mexico	26,956	733,203	410,594	39,669	809,248	590,751
Arizona	5,105	132,730	99,548	12,227	250,654	162,925
Utah	8,918	181,035	88,707	109,086	2,443,526	1,075,151
Nevada .....	.....	.....	.....	5,651	122,627	60,087
Idaho	1,656	50,839	31,520	68,646	1,221,899	574,293
Washington	4,564	93,263	37,305	464,255	7,195,952	2,950,240
Oregon	13,895	353,628	194,495	593,136	11,862,720	5,575,473
California	65,416	2,256,852	1,196,132	3,084,446	40,097,798	24,058,679
Oklahoma .....	.....	.....	.....	227,426	2,592,656	1,244,475
Total	82,075,830	2,151,138,580	567,509,106	34,047,332	467,102,947	237,938,993

Winter wheat.....261,242,134 bushels.
Spring wheat.....205,960,313 bushels.

STATEMENT SHOWING THE PRODUCT, AREA AND THE VALUE OF THE OATS AND RYE CROPS OF 1895.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE
AT WASHINGTON.

STATES AND TERRITORIES.	OATS.			RYE.		
	Acres.	Bushels.	Value.	Acres.	Bushels.	Value.
Maine	138,441	5,551,484	\$ 1,887,505	1,003	19,258	\$ 16,369
New Hampshire...	29,561	1,094,122	382,943	1,013	16,208	12,318
Vermont	116,452	5,100,598	1,683,197	3,238	51,808	29,531
Massachusetts ..	15,274	549,864	186,964	10,343	206,806	137,890
Rhode Island	3,765	121,986	47,575			
Connecticut	23,267	742,217	230,087	15,615	263,894	166,253
New York	1,440,579	45,666,354	12,786,579	239,124	4,328,144	2,077,509
New Jersey	107,561	3,818,416	1,107,341	72,680	988,448	504,108
Pennsylvania	1,152,565	36,536,311	9,864,804	309,730	4,676,923	2,338,462
Delaware	24,544	468,790	135,949			
Maryland	88,550	2,320,010	626,403	29,435	379,712	186,059
Virginia	459,043	8,125,061	2,437,518	45,141	496,551	258,207
North Carolina ..	506,777	7,652,333	2,907,887	56,331	437,596	280,063
South Carolina ..	288,837	4,390,322	2,151,258	4,413	41,041	47,197
Georgia	460,624	6,679,048	3,072,362	19,279	138,809	117,988
Florida	39,836	406,327	264,113			
Alabama	349,676	5,210,172	2,188,272	2,081	21,226	17,820
Mississippi	132,281	2,076,812	809,957			
Louisiana	38,393	575,745	207,268			
Texas	703,825	14,569,178	3,787,986	4,387	24,129	18,097
Arkansas	327,027	8,306,486	2,658,076	2,294	22,940	16,517
Tennessee	454,887	10,234,958	2,763,439	17,962	129,326	80,182
West Virginia ..	161,253	3,539,320	1,132,582	14,954	240,759	146,893
Kentucky	505,819	13,262,458	3,446,639	36,362	479,978	268,788
Ohio	990,678	31,404,493	6,908,988	55,828	826,254	371,814
Michigan	973,439	23,265,192	5,350,994	109,651	1,491,254	596,502
Indiana	1,130,812	25,895,595	5,179,119	51,963	633,949	266,259
Illinois	3,020,784	73,707,130	12,530,212	111,861	1,700,287	680,115
Wisconsin	1,864,505	63,020,269	11,343,648	261,392	4,208,411	1,472,944
Minnesota	1,954,764	77,995,084	10,919,312	70,407	1,485,588	415,965
Iowa	3,960,332	182,967,338	25,615,427	75,484	1,554,970	482,401
Missouri	1,102,805	30,547,639	5,498,586	20,183	246,233	96,031
Kansas	1,680,223	30,075,992	5,112,919	124,039	731,830	278,095
Nebraska	1,676,962	39,911,696	5,587,637	64,408	598,994	179,698
South Dakota	717,580	18,154,774	3,122,621	4,520	37,968	9,492
North Dakota	594,016	19,067,914	3,050,866	2,135	45,476	12,279
Montana	68,326	2,446,071	1,076,271			
Wyoming	14,175	581,175	226,658			
Colorado	98,812	3,389,252	948,991	3,389	49,141	23,588
New Mexico	9,869	393,773	177,198			
Utah	27,407	926,357	277,907	3,953	78,269	27,394
Idaho	31,317	1,102,858	319,634			
Washington	91,116	3,671,975	1,028,153	2,415	64,481	48,361
Oregon	251,423	7,240,982	1,955,065	6,112	68,454	36,965
California	60,144	1,690,046	659,118	36,720	425,952	247,052
Total	27,878,406	824,443,537	163,655,068	1,890,345	27,210,070	11,964,826

The average condition of *winter rye* on December 1, 1894, was 96.2. Like wheat, it suffered from the severity of the winter, and its condition on April 1 was 87. Its condition on May 1 was 88.7; on June 1, 85.7; on July 1, 82.2. The average condition of *spring rye* on July 1 was 77, and on August 1, 84. The average condition at harvest for winter and spring rye together was 83.7. The average yield per acre was 14.4 bushels.

Oats through the season averaged as follows: June 1, 84.3; July 1, 83.2; August 1, 84.5, and at harvest, 86. The average yield per acre is 29.6 bushels, and the average value, 19.9 cents per bushel. The area, rate of yield, and total product are larger than those of any former crop, but the total value is considerably below the average of the preceding fifteen years, and the average price is less than the average for any year within that period. Phenomenal crops of both *oats* and *corn* contribute to depress the price of both of those cereals.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE BARLEY AND BUCK- WHEAT CROPS OF 1895,

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASH-
INGTON, D. C.

STATES AND TER- RITORIES.	BARLEY.			BUCKWHEAT.		
	Acres.	Bushels.	Value.	Acres.	Bushels.	Value.
Maine	12,607	408,467	\$212,403	23,780	917,908	\$422,228
New Hampshire...	5,335	186,576	76,453	3,208	95,919	45,062
Vermont	18,668	619,778	291,296	11,870	409,515	151,521
Massachusetts	1,839	41,378	26,896	2,498	37,470	22,107
Rhode Island.....	381	8,954	6,716	.....	.....	.....
Connecticut .....	.....	.....	.....	3,798	53,489	32,754
New York	239,006	5,478,215	4,433,304	279,550	5,982,870	2,632,243
New Jersey.....	.....	.....	.....	13,511	252,656	125,329
Pennsylvania	12,814	258,843	106,126	229,596	4,568,960	2,010,342
Delaware .....	.....	.....	.....	328	3,290	1,640
Maryland .....	.....	.....	.....	7,667	83,570	46,739
Virginia .....	.....	.....	.....	4,759	48,066	25,956
North Carolina .....	.....	.....	.....	1,552	18,624	8,195
Texas	2,484	53,654	28,973	.....	.....	.....
Tennessee	2,491	57,542	28,771	1,812	13,120	7,085
West Virginia.....	.....	.....	.....	15,363	288,824	164,630
Kentucky	2,672	88,978	33,812	.....	.....	.....
Ohio	29,244	824,681	338,119	12,479	182,193	100,206
Michigan	69,356	1,255,344	539,798	38,588	629,314	270,605
Indiana	6,811	102,165	40,866	5,996	85,743	49,731
Illinois	17,645	352,900	153,905	7,816	97,303	42,813
Wisconsin	370,938	10,868,483	3,695,234	50,523	904,362	416,007
Minnesota	484,869	17,437,294	4,184,948	18,268	279,500	142,545
Iowa	463,081	12,694,868	2,917,520	16,586	223,686	111,949
Missouri	940	14,382	6,903	2,770	23,254	16,387
Kansas	17,942	253,366	59,424	2,756	32,245	25,798
Nebraska	49,061	1,893,048	334,332	8,430	56,481	36,713
South Dakota	130,445	2,543,678	483,299	1,648	16,150	9,680
North Dakota	290,766	8,839,296	1,767,857	150	1,530	1,066
Montana	5,701	142,526	84,090	.....	.....	.....
Colorado	14,290	447,277	268,366	.....	.....	.....
New Mexico	1,852	51,856	35,262	.....	.....	.....
Arizona	10,165	261,241	182,869	.....	.....	.....
Utah	6,366	190,980	74,482	.....	.....	.....
Nevada	8,180	262,578	131,289	.....	.....	.....
Idaho	10,606	259,847	109,136	.....	.....	.....
Washington	52,070	1,942,211	788,040	.....	.....	.....
Oregon	34,782	768,682	307,473	250	3,875	1,333
California	937,127	19,023,678	7,609,471	726	21,780	12,339
Total	3,299,973	87,072,744	29,312,413	763,277	15,341,399	6,906,335

Barley on May 1—winter barley at this date—showed an average condition of 94. On June 1 it was 90.3; on July 1, 91.9; on August 1, 87.2, and at harvest, 87.6. Average yield, 26.4 bushels per acre.

Buckwheat had an average condition of 85.2 on August 1, 87.5 on September 1, and 84.8 on October 1, which last is the nearest approximation to its condition when harvested. Average yield, 20.1 bushels per acre, and average quality, 93.9.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE POTATO AND HAY CROPS OF 1895.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.

STATES AND TERRITORIES.	POTATOES.			HAY.		
	Acres.	Bushels.	Value.	Acres.	Tons	Value.
Maine	62,203	10,139,089	\$3,447,290	1,104,932	1,127,031	\$10,909,660
New Hampshire....	23,395	3,134,930	1,003,178	621,607	590,527	7,381,588
Vermont	33,338	5,134,052	1,334,854	835,476	893,959	10,950,998
Massachusetts	32,354	4,303,082	2,065,479	585,440	649,838	11,372,165
Rhode Island.....	7,324	1,010,712	454,820	82,216	74,817	1,290,593
Connecticut	27,052	3,462,656	1,419,689	471,106	400,440	6,447,084
New York	424,175	51,749,350	11,902,351	4,873,320	3,557,524	48,738,079
New Jersey.....	48,942	4,600,548	1,564,186	495,443	599,486	7,577,503
Pennsylvania	208,948	23,193,228	6,494,104	2,843,611	2,872,047	35,326,178
Delaware	5,651	327,758	124,548	55,372	68,108	828,193
Maryland	27,200	2,366,400	709,920	349,038	426,298	5,039,242
Virginia	41,525	3,031,325	1,151,904	685,488	774,001	8,853,689
North Carolina.....	18,494	1,461,025	803,564	167,816	273,540	2,773,696
South Carolina.....	4,460	401,400	293,022	144,986	144,986	1,104,793
Georgia	6,277	364,066	253,487	147,838	236,541	2,578,297
Florida	1,635	89,925	89,925	6,719	10,280	136,004
Alabama	6,859	480,130	383,905	74,987	116,980	1,194,366
Mississippi	6,262	363,196	232,445	76,119	148,432	1,439,790
Louisiana	9,301	827,789	596,008	36,897	74,532	718,488
Texas	14,338	1,276,082	995,344	457,214	676,677	4,351,033
Arkansas	21,090	1,476,300	752,913	178,663	214,396	1,987,451
Tennessee	38,177	2,443,328	977,331	396,314	550,876	5,965,987
West Virginia.....	33,299	2,297,631	965,005	475,246	337,425	4,295,420
Kentucky	45,444	3,908,184	1,524,192	513,865	693,718	7,589,275
Ohio	208,048	13,107,024	4,194,248	1,803,558	1,046,064	13,347,777
Michigan	236,797	23,916,497	3,826,640	1,243,048	729,968	9,487,471
Indiana	105,236	6,945,576	2,153,129	1,566,763	955,725	11,497,372
Illinois	178,561	13,749,197	4,124,759	1,998,686	1,319,133	13,521,112
Wisconsin	179,720	19,230,040	3,269,107	1,556,961	1,370,126	13,194,313
Minnesota	151,842	23,991,036	3,358,745	1,570,591	2,041,768	10,453,852
Iowa	201,330	21,340,980	4,054,786	4,270,910	4,612,583	29,751,141
Missouri	98,764	10,765,276	2,691,319	2,329,731	2,725,785	18,535,338
Kansas	109,295	7,869,240	3,305,081	3,372,007	4,181,289	13,631,002
Nebraska	119,319	7,994,373	2,398,312	1,829,752	1,811,454	6,448,776
South Dakota	61,169	4,037,154	1,049,680	1,959,200	1,547,768	5,092,157
North Dakota	40,566	5,192,448	882,716	412,237	585,377	2,087,112
Montana	5,442	288,426	138,444	311,337	292,657	3,336,290
Wyoming	2,758	275,800	154,448	236,003	254,883	1,656,740
Colorado	36,756	3,491,820	1,152,301	810,408	1,961,187	11,512,168
New Mexico	742	59,360	37,397	46,221	120,637	965,096
Arizona	422	29,118	17,471	34,408	63,655	572,895
Utah	6,191	1,064,852	362,050	179,575	459,712	2,422,682
Nevada	1,420	213,000	80,940	155,138	466,965	3,152,014
Idaho	3,888	408,240	163,296	178,832	459,598	2,872,488
Washington	16,193	2,412,757	675,572	324,472	600,273	4,061,843
Oregon	17,571	1,124,544	438,572	655,149	1,166,165	7,136,930
California	25,179	1,888,425	906,444	1,681,753	2,791,710	19,709,473
Total	2,954,952	297,237,370	78,984,901	44,206,453	47,078,541	393,185,615

Potatoes—The area planted in this crop was E.1 per cent. greater than the large acreage of 1894. The condition was 91.5 on July 1, 89.7 on August 1, 90.8 on September 1, and 87.4 on October 1. But although the general average varied within narrow limits, there was considerable fluctuation in the condition for many of the States—improvement in some offsetting the decline in others. The average as computed from returns made on November 1 was 94.8, and the average yield per acre, as shown by the final estimate of area and product, was 100.6 bushels. No greater yield per acre is shown by the Department records since 1875.

The Grasses—The condition of spring pastures averaged 89.7 on May 1, and 88.1 on June 1, but declined materially during the latter month. The average on July 1 was 78.7 and on August 1, 77.8. The effects of the drought during the autumn months must have been widely felt, but they are not recorded in figures.

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

CROP OF	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
1870	235,884,700	1,094,255,000	247,277,400	5,473,600	26,295,400
1871	230,722,400	991,898,000	255,743,000	15,325,500	26,718,500
1872	249,997,100	1,092,719,000	271,747,000	14,888,600	26,846,400
1873	281,254,700	932,274,000	270,340,000	15,142,000	32,044,490
1874	309,102,700	850,148,500	240,369,000	14,990,900	32,552,501
1875	292,136,000	1,321,069,000	354,317,500	17,722,100	36,908,600
1876	289,856,500	1,253,827,500	320,884,000	20,374,800	38,710,500
1877	364,194,146	1,342,558,000	406,394,000	21,170,100	34,441,400
1878	420,122,400	1,388,218,750	413,578,560	25,842,790	42,245,630
1879	448,756,630	1,547,901,790	363,761,320	23,639,460	40,283,106
1880	498,549,868	1,717,434,543	417,885,380	24,540,829	45,165,340
1881	383,280,090	1,194,916,000	416,481,000	20,704,950	41,161,330
1882	504,185,470	1,617,025,100	488,250,610	29,960,037	48,953,926
1883	421,086,160	1,551,066,895	571,302,400	28,058,583	50,136,097
1884	512,763,900	1,735,528,432	583,628,000	28,637,594	61,206,652
1885	357,112,000	1,936,176,000	629,409,000	21,756,000	58,360,000
1886	457,218,000	1,665,441,000	624,134,000	24,489,000	59,428,000
1887	456,329,000	1,456,161,000	659,618,000	20,691,000	56,812,000
1888	414,868,000	1,987,790,000	701,735,000	28,415,000	63,884,000
1889	490,560,000	2,112,322,000	751,515,000	28,500,000	66,000,000
1890	399,262,000	1,489,970,000	523,621,000	29,000,000	55,800,000
1891	611,780,000	2,060,154,000	738,394,000	36,000,000	77,400,000
1892	515,949,000	1,628,464,000	661,035,000	.....	.....
1893	396,131,725	1,619,496,131	638,854,850	26,555,446	69,869,495
1894	460,267,416	1,212,770,052	662,036,928	26,727,615	61,400,465
1895	467,102,947	2,151,138,580	824,443,537	27,210,070	87,072,744

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili, and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY UNITED STATES DEPARTMENT OF AGRICULTURE.

YEAR.	WINTER WHEAT.			SPRING WHEAT.			Total crop, bus.	Total Acreage.
	Acreage.	Yield, bus.	Acreage per acre.	Acreage.	Yield, bus.	Average per acre.		
1884	28,345,708	356,290,000	12.6	11,130,177	156,475,000	14.0	512,765,000	39,475,885
1885	22,148,543	211,845,000	9.6	12,040,703	145,267,000	12.1	357,112,000	34,189,246
1886	24,534,579	302,412,000	12.3	12,271,605	154,806,000	12.6	457,218,000	36,806,184
1887	24,223,201	292,867,000	12.1	13,418,582	163,462,000	12.2	456,329,000	37,641,783
1888	23,953,800	277,952,000	11.6	13,382,338	137,916,000	10.3	415,868,000	37,336,138
1889	25,384,702	332,243,000	13.1	12,739,157	158,317,000	12.4	490,560,000	38,123,859
1890	23,520,104	255,374,000	10.9	12,567,050	143,888,000	11.4	399,262,000	36,087,154
1891	26,581,283	392,495,000	14.8	13,335,613	219,285,000	16.4	611,780,000	39,916,897
1892	25,989,076	359,191,000	13.8	12,565,354	156,758,000	12.5	515,949,000	38,554,430
1893	22,868,539	275,488,809	12.0	11,760,879	120,642,916	10.3	396,131,725	34,629,418
1894	23,306,500	326,398,840	14.0	11,575,936	133,868,576	11.6	460,267,416	34,882,436
1895	22,609,322	261,242,134	11.6	11,438,010	205,860,813	18.0	467,102,947	34,047,332

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED,
AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEAR.	All wheat	WINTER WHEAT.				SPRING WHEAT.				CORN.				OATS.				
		April.	May.	June.	July.	September.	June.	July.	August.	September.	October.	June.	July.	August.	September.			
1881	73	88	.....	74	80	74	98	89	78	68	90	79	60	66	96	99	97	92
1882	100	102	100	99	105	102	98	97	97	97	85	83	83	81	101	103	102	100
1883	83	80	83.5	75	79	78	105	100	97	96	88	89	84	78	96	99	95	99
1884	98	95.4	94	93	94	97	101	100	98	100	96	96	94	93	98	98	91	95
1885	72	76.3	70	62	65	66	97	96	93	86	94	96	95	95	94	97	96	93
1886	87.8	94.1	94.9	92.7	91.2	90.8	96.5	83.3	80.1	83.5	95.2	80.7	76.6	80	95.9	88.8	87.4	90.9
1887	82	88.1	85.8	84.9	83.5	84	87.3	79.3	78.8	78.1	97.7	80.5	72.3	72.8	91	85.9	85.6	83.4
1888	77.3	82	73.1	73.3	75.6	77.4	92.8	95.9	87.3	77.2	93	95.5	94.2	92	95.4	95.2	91.7	87.2
1889	87.5	94	96	98.1	92	89.4	94.4	83.3	81.2	83.8	90.3	94.8	90.9	91.7	93.8	94.1	92.3	90
1890	75.5	81	80	78.1	76.2	73.5	91.3	94.4	83.2	79.8	93.1	73.3	70.1	70.6	89.8	81.6	70.1	64.4
1891	96.9	96.9	97.9	96.6	96.2	96.7	92.6	94.1	95.5	97.2	92.8	90.8	91.1	92.5	85.1	87.6	89.5	90.7
1892	85.8	81.2	84.0	88.3	89.6	87.6	92.3	90.9	87.3	81.2	81.1	82.5	79.6	79.8	88.5	87.2	86.2	73.9
1893	74	77.4	75.3	75.5	77.7	.....	86.4	74.1	67.0	.....	93.2	87	76.7	75.1	88.9	88.8	78.3	74.9
1894	83.7	83.7	81.4	82.2	83.9	.....	88	68.4	67.1	.....	95	69.1	63.4	64.2	87	77.7	76.5	77.8
1895	75.4	81.4	82.9	71.1	65.8	.....	97.8	102.2	95.9	.....	99.3	102.5	96.4	96.5	84.3	83.2	84.5	86.

THE WORLD'S WHEAT CROP.
COMPILED BY THE DEPARTMENT OF AGRICULTURE, WASH-
INGTON.

COUNTRIES.	1891.	1892.	1893.	1894.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
United States.....	611,780,000	515,949,000	396,132,000	460,267,000
Canada:				
Ontario	33,611,000	29,690,000	22,416,000	20,507,000
Manitoba	23,923,000	14,909,000	16,108,000	17,714,000
Rest of Canada.....	4,500,000	4,200,000	5,000,000	5,000,000
Total Canada.....	62,034,000	48,799,000	43,524,000	43,221,000
Mexico	15,000,000	14,000,000	6,731,000	12,000,000
Total North America.....	688,814,000	578,748,000	446,387,000	515,488,000
Argentina	32,000,000	36,000,000	56,750,000	80,000,000
Chili.....	14,000,000	18,000,000	19,000,000	18,000,000
Uruguay.....	2,805,000	3,292,000	5,703,000	6,000,000
Total South America	48,805,000	57,292,000	81,453,000	104,000,000
Austria	41,071,000	50,170,000	43,657,000	48,185,000
Hungary	138,786,000	142,004,000	160,612,000	140,408,000
Croatia and Slavonia.....	6,596,000	7,070,000	7,315,000	6,000,000
Bosnia and Herzegovina.....	1,800,000	2,000,000	2,000,000	1,800,000
Belgium	15,560,000	20,748,000	17,500,000	18,500,000
Bulgaria	40,902,000	40,441,000	36,987,000	30,000,000
Denmark	4,666,000	4,964,000	4,639,000	4,600,000
France	220,353,000	310,814,000	277,485,000	343,345,000
Germany	85,750,000	116,215,000	110,040,000	114,000,000
Great Britain	74,401,000	60,407,000	50,800,000	61,038,000
Ireland	2,615,000	2,214,000	1,666,000	1,520,000
Greece	5,675,000	4,500,000	6,500,000	6,000,000
Italy	141,456,000	115,676,000	135,218,000	122,959,000
Netherlands	3,504,000	6,000,000	5,500,000	5,000,000
Portugal	7,000,000	6,000,000	5,000,000	9,000,000
Roumania	48,488,000	63,937,000	60,110,000	43,584,000
Russia	168,846,000	241,579,000	326,734,000	366,000,000
Poland	12,681,000	24,440,000	21,266,000	18,000,000
The Caucasus.....	72,000,000	11,266,000	64,000,000	62,000,000
Servia	8,000,000	10,000,000	8,500,000	8,000,000
Spain	71,349,000	82,288,000	93,484,000	94,000,000
Sweden	4,341,000	4,342,000	3,893,000	4,467,000
Norway	250,000	250,000	300,000	300,000
Switzerland	2,500,000	4,000,000	3,300,000	4,500,000
Turkey in Europe.....	30,000,000	24,756,000	24,000,000	25,000,000
Total Europe	1,208,590,000	1,416,082,000	1,469,526,000	1,538,216,000
India	256,704,000	206,640,000	268,539,000	258,459,000
Asiatic Turkey.....	45,000,000	44,000,000	48,000,000	45,000,000
Persia	20,630,000	18,567,000	20,000,000	20,000,000
Japan	18,277,000	15,737,000	16,477,000	16,500,000
Cyprus	2,000,000	2,000,000	2,000,000	2,000,000
Total Asia	342,611,000	286,944,000	355,016,000	341,959,000
Algeria	26,184,000	19,000,000	15,000,000	24,000,000
Cape Colony.....	2,727,000	3,000,000	3,891,000	3,098,000
Egypt	11,140,000	8,252,000	10,000,000	12,000,000
Tunis	7,000,000	8,000,000	3,000,000	8,000,000
Total Africa	47,051,000	38,252,000	31,891,000	47,098,000
New South Wales.....	3,764,000	4,089,000	7,032,000	6,708,000
Victoria	13,153,000	14,110,000	15,282,000	15,736,000
South Australia	9,696,000	6,629,000	9,351,000	14,047,000
Western Australia	480,000	305,000	443,000	537,000
Tasmania	663,000	967,000	1,051,000	893,000
New Zealand	5,904,000	10,581,000	8,642,000	5,046,000
Queensland	215,000	405,000	477,000	426,000
Total Australasia.....	33,875,000	37,096,000	42,458,000	43,360,000
Recapitulation by Continents:				
North America	688,814,000	578,748,000	446,387,000	515,488,000
South America	48,805,000	57,292,000	81,453,000	104,000,000
Europe	1,208,590,000	1,416,082,000	1,469,526,000	1,538,216,000
Asia	342,611,000	286,944,000	355,016,000	341,959,000
Africa	47,051,000	38,252,000	31,891,000	47,098,000
Australasia	33,875,000	37,096,000	42,458,000	43,360,000
Grand total	2,369,746,000	2,414,414,000	2,426,731,000	2,590,121,000

PACKING AND PROVISIONS.

PORK PRODUCTS.

The volume of business for the past year was slightly less than in 1894, but greater than in 1893. The packing of the winter season and also of the twelve months ending March 1st, shows a decided increase over past seasons. The business of the year was fairly satisfactory, and St. Louis still continues a large distributing market. The volume of business during the past four years is given in the following table:

	1892.	1893.	1894.	1895.
Received, pounds.....	264,341,960	209,990,945	230,087,161	215,198,650
Shipped, pounds.....	369,411,500	285,323,741	345,491,499	337,911,899
Totals, pounds.....	633,753,460	495,314,685	575,578,659	553,110,549

The relative positions of the principal packing points is shown by the following statement of the number of hogs packed the past four years, as reported by the Cincinnati *Price Current*:

TOTAL YEARLY PACKING AT PROMINENT PLACES.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years:

	1894-5.	1893-4.	1892-3.	1891-2.
Chicago	5,293,202	4,219,567	4,352,095	5,249,798
Kansas City	2,105,333	1,473,223	1,695,145	1,813,066
Omaha	1,550,821	1,023,261	1,124,723	1,288,772
St. Louis.....	869,458	578,873	530,634	664,188
Indianapolis	683,256	510,813	539,198	607,002
Milwaukee & Cudahy...	702,877	345,896	387,977	576,563
Sioux City.....	335,320	200,900	313,973	255,068
Cincinnati	536,790	382,818	456,396	484,173
St. Paul	380,404	229,278	218,982	276,246
Cedar Rapids.....	353,808	313,141	299,945	429,056
Cleveland	453,108	405,124	449,081	303,282
Louisville	262,273	217,947	213,264	161,365
Ottumwa	385,400	225,000	254,244	241,600
Nebraska City.....	233,576	179,182	121,983	197,423
St. Joseph.....	417,291	261,500	266,000	155,000
Fifteen places.....	14,562,917	10,566,523	11,223,640	12,702,602
All other places.....	1,440,728	1,038,483	1,166,990	1,755,012
Aggregate	16,003,645	11,605,006	12,390,630	14,457,614

As will be seen by the above table, St. Louis still holds the fourth place as a packing point.

DRESSED BEEF.

By P. H. HALE, Publisher "Live Stock Reporter."

The dressed beef trade of St. Louis now amounts to an important industry. The year 1895 exhibits an increased killing of 94,629 cattle and 7,714 calves over the previous year. All the four houses engaged in this trade show increased slaughter over the year 1894. The total slaughter of 1895 was 450,306 cattle and 40,323 calves, against 355,677 cattle and 32,609 calves in 1894. The shipments of the year, in the aggregate were 238,966,600 pounds, against 196,059,375 pounds in 1894, 103,837,622 pounds in 1893, and 68,071,698 pounds in 1892. This business promises to increase indefinitely. Up to 1894 only two houses were sending shipments to the seaboard, but now four houses make regular Eastern shipments. In addition to the output at this point, 42,895,270 pounds were received from Northern and Western points, against 64,612,340 pounds received in 1894.

CATTLE AND CALVES SLAUGHTERED AT ST. LOUIS BY DRESSED BEEF HOUSES.

Year.	Cattle, head.	Calves, head.
1895	450,306	40,323
1894	355,677	32,609
1893	274,579	29,672
1892	180,790	8,531
1891	138,153	2,862
1890	131,134	2,735
1889	56,684	1,899

RECEIPTS DRESSED BEEF FOR YEAR 1895.

By Chicago & Alton (Mo. Div.) R. R.....	28,678,500 lbs.
By Missouri Pacific R. R.....	10,224,700 lbs.
By Wabash (West)	477,000 lbs.
By Chicago & Alton.....	997,900 lbs.
By St. Louis, Vandalia & Terre Haute.....	50,000 lbs.
By St. Louis, Keokuk & Northwestern.....	2,467,370 lbs.

Total pounds..... 42,895,470

SHIPMENTS DRESSED BEEF FOR YEAR 1895.

Chicago & Alton R. R., Mo. Div.....	
Missouri Pacific R. R.....	20,400
St. Louis & San Francisco R. R.....	92,100
St. Louis Southwestern R. R.....	55,600
St. Louis, Iron Mountain & Southern R. R.....	2,292,300
St. Louis, A. & T. H. R. R. (Cairo Short Line.).....	11,500
Louisville & Nashville R. R.....	1,682,600
Louisville, Evansville & St. Louis R. R.....	81,100
Baltimore & Ohio Southwestern R. R.....	43,775,100
Chicago & Alton R. R.....	67,000
Cleveland, Cincinnati, Chicago & St. Louis R. R.....	61,581,400
Vandalia & Terre Haute R. R.....	45,429,800
Wabash R. R. (East.).....	79,193,700
Toledo, St. Louis & Kansas City R. R.....	4,547,700
Chicago, Peoria & St. Louis R. R.....	50,000
St. Louis, Keokuk & Northwestern R. R.....	30,900
River	55,400

Total pounds..... 238,966,600

RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1895 AND COMPARISONS WITH PREVIOUS YEARS

TRANSPORTATION ROUTES.	RCOPIENTS.				SHIPMENTS.			
	PORK PRODUCT.		LARD.		PORK PRODUCT.		LARD.	
	B'ld Pork, Bbls.	Hams, lbs.	Meats, lbs.	Pounds.	B'ld Pork, Bbls.	Hams, lbs.	Meats, lbs.	Pounds.
Chicago & Alton R. R., Mo. Div.	60	87,400	1,812,500	10,400				34,290
Missouri Pacific R. R.	150	7,062,800	100,210,100	13,195,800	17	176,300	125,000	2,420,550
St. Louis & San Francisco R. R.		3,245,900	5,747,900	3,573,000		171,700	1,391,100	2,420,550
Wabash R. R. (West)	1,542	1,261,700	11,770,900	2,298,200		203,200	77,800	3,740,200
St. Louis, Kansas City & Colorado R. R.		25,000	700,000	1,480,400				195,800
Missouri, Kansas & Texas R. R.			1,100			129,900	1,159,900	1,645,100
St. Louis Southwestern R. R.			108,700	110,000	211	595,200	3,800,100	3,800,100
St. Louis, Iron Mountain & Southern R. R.		6,500		110,000	1,175	2,409,900	90,083,600	12,696,500
St. Louis, A. & T. H. R. R. (Cairo Short Line).				21,000	1,258	877,900	12,411,600	3,420,700
Illinois Central R. R.		3,200	4,400	7,300	866	596,900	9,095,600	3,395,200
Louisville & Nashville R. R.		400	3,600	35,900	683	1,070,700	9,642,100	3,341,100
Mobile & Ohio R. R.				16,500	574	436,700	22,272,900	3,292,300
Louisville, Evansville & St. Louis R. R.				16,800	377	523,900	11,254,400	3,711,200
Baltimore & Ohio Southwestern R. R.	50	21,100	3,249,700	5,400	141	3,183,100	3,385,200	5,028,000
Chicago & Alton R. R.	1,000		340,000	332,200		185,500	380,500	3,382,200
Cleveland, Cincinnati Chicago & St. Louis R. R.		152,400	1,270,400	624,500	101	2,088,400	2,632,500	3,673,100
Vandalia & Terre Haute R. R.	60		6,568,000	26,600	2	3,173,400	1,584,400	2,696,100
Wabash R. R. (East)				100,000	1,160	13,933,900	12,055,500	23,541,200
Toledo, St. Louis & Kansas City R. R.			2,063,000	7,400		3,505,300	12,907,300	7,840,900
Chicago, Peoria & St. Louis R. R.			5,615,000	32,100			200,000	1,375,800
Chicago, Burlington & Quincy R. R.		2,453,900	33,306,500	5,109,700				
St. Louis, Keokuk & Northwestern R. R.				500	2	1,600	22,000	30,200
St. Louis, Chicago & St. Paul R. R.						4,000	12,600	3,000
St. Louis & Eastern R. R.								
St. Louis, Belleville & Southern R. R.								
Upper Mississippi River.	43	1,000	83,000	3,600	100	22,740	129,080	55,620
Lower Mississippi River.		3,700	7,000	5,100	8,048	345,083	4,033,819	7,296,407
Illinois River.		5,300	35,100	12,600	26	2,200	10,200	10,200
Missouri River.					40	20,175	23,800	17,660
Ohio, Cumberland and Tennessee Rivers.					37	51,409	257,622	345,199
Red, White and Ouachita.					388	5,075	138,600	21,200
Total, 1895.	2,965	14,270,300	173,425,900	26,938,100	15,196	33,714,062	208,100,011	94,781,066
Total, 1894.	3,664	10,649,000	190,864,000	27,878,000	15,668	29,432,566	222,963,251	90,088,732
Total, 1893.	3,516	8,137,640	177,746,690	23,496,285	10,693	21,051,552	190,566,466	71,676,953
Total, 1892.	10,220	11,846,874	226,963,934	24,696,363	20,869	36,728,107	246,099,112	82,713,671
Total, 1891.	3,664	12,464,016	242,138,376	27,415,965	40,969	30,066,493	261,807,241	77,672,403
Total, 1890.	2,670	8,018,984	181,635,769	24,969,846	29,447	23,556,594	204,783,266	80,878,808
Total, 1889.	4,331	8,947,708	124,641,079	16,167,970	24,001	21,592,974	141,760,323	78,164,931

RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

RECEIPTS FOR TWENTY-NINE YEARS.				SHIPMENTS FOR TWENTY-NINE YEARS.			
YEAR.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.	Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.
1895..	2,965	187,696,200	26,939,100	1895..	15,186	241,814,093	94,731,066
1894..	36,640	201,513,000	27,878,000	1894..	15,668	252,425,847	90,088,732
1893..	3,516	185,886,620	23,436,285	1893..	10,683	211,618,018	71,675,953
1892..	10,220	237,703,808	24,696,352	1892..	20,369	282,827,819	82,713,571
1891..	3,658	254,647,388	37,417,835	1891..	26,521	273,174,494	80,382,032
1890..	5,528	269,769,823	32,463,302	1890..	40,989	294,392,724	77,575,403
1889..	2,679	189,601,764	24,869,848	1889..	29,447	228,336,860	80,878,803
1888..	6,431	133,588,847	15,187,970	1888..	24,901	163,352,336	78,154,931
1887..	5,275	94,579,080	18,986,881	1887..	38,281	143,934,139	69,406,458
1886..	6,667	67,853,334	11,924,131	1886..	46,816	117,302,729	48,710,130
1885..	6,632	81,454,040	8,906,586	1885..	66,316	128,709,562	47,137,038
1884..	9,050	78,946,821	10,742,561	1884..	57,194	132,563,029	50,445,090
1883..	9,656	119,365,201	9,975,552	1883..	75,239	163,150,959	43,740,070
1882..	78,502	92,217,813	18,480,610	1882..	100,139	140,785,135	39,829,146
1881..	17,692	77,736,968	16,526,606	1881..	71,826	139,012,260	43,449,768
1880..	13,658	77,376,418	8,248,208	1880..	79,416	146,362,997	38,004,829
1879..	32,113	92,983,380	8,415,176	1879..	89,385	159,398,870	38,925,903
1878..	52,200	58,611,064	7,019,741	1878..	112,375	125,602,088	40,452,505
1877..	45,482	48,203,972	7,087,001	1877..	108,768	119,955,382	34,725,726
1876..	45,632	50,290,716	6,067,325	1876..	86,141	106,803,076	29,292,879
1875..	46,547	51,556,146	6,732,320	1875..	95,503	105,809,598	24,145,176
1874..	55,453	52,104,380	6,877,560	1874..	90,343	133,486,380	27,112,270
1873..	57,476	50,071,760	8,981,820	1873..	105,876	184,392,770	37,156,810
1872..	60,207	63,434,860	11,288,890	1872..	114,329	147,141,960	33,943,860
1871..	88,442	57,804,350	10,093,460	1871..	131,732	123,665,060	30,750,470
1870..	77,398	44,494,770	6,215,150	1870..	115,236	77,501,130	15,507,840
1869..	78,236	47,225,140	7,778,410	1869..	120,002	75,755,450	13,322,900
1868..	85,127	46,753,360	5,941,650	1868..	130,268	58,229,270	12,945,490
1867..	92,071	47,623,450	7,229,670	1867..	138,226	70,095,130	14,318,210

STOCK OF PROVISIONS AT ST. LOUIS ON DATES NAMED.

Articles.	March 1, 1896.	March 1, 1894.	March 1, 1893.	March 1, 1892.	March 5, 1891.
Pork, bbls.....	3,857	1,468	582	2,818	3,443
Lard, tierces.....	2,441	2,702	3,323	444	6,490
Shoulders, pounds..	1,646,625	896,900	908,000	2,591,000	1,436,600
Sides, pounds.....	10,857,400	7,225,843	7,433,500	17,151,000	16,578,869
Hams, pounds.....	8,274,980	4,381,731	4,931,200	7,179,500	6,463,000
Bellies	1,759,851	750,000	.....	.....	.....

GENERAL SUMMARY OF PACKING.

AS REPORTED BY THE CINCINNATI PRICE CURRENT.

Packing in the West during 1894-95 compared with the preceding year in leading exhibits.

WINTER SEASON.

November 1st to March 1st—

Number of hogs packed	7,191,520	4,884,082
Increase	2,307,438	
Average live weight, lbs.....	232.73	248.20
Decrease	15.47	
Average yield of lard, lbs.....	33.62	36.07
Decrease	2.45	
Percentage yield of lard.....	14.44	14.53
Decrease .....	.09	
Cost of hogs, 100 lbs, alive.....	\$4.28	\$5.26
Decrease	\$0.98	
Aggregate live weight, lbs.....	1,673,702,000	1,212,208,000
Increase	461,494,000	
Green meats made, lbs.....	937,273,000	678,836,000
Increase	258,437,000	
Lard made, lbs.....	241,801,000	176,192,000
Increase	65,609,000	
Total meats and lard, lbs.....	1,179,074,000	855,028,000
Increase	324,046,000	
Aggregate cost of hogs.....	\$71,689,000	\$63,752,000
Increase	7,937,000	
Tierces of lard, 330 lbs.....	732,700	533,700
Increase	199,000	
Mess pork made, barrels.....	185,935	149,695
Increase	36,240	
Other pork, barrels.....	188,975	128,720
Increase	60,255	
Pork of all kinds, barrels.....	374,910	278,415
Increase	96,495	

At the same average weight as in 1894-95 the total weight of hogs packed the past winter would be equivalent to 6,743,000 hogs, or an increase equal to 1,859,000 hogs in number and weight, or 38 per cent.

SUMMER SEASON.

March 1st to November 1st—	1894.	1893.
Number of hogs packed.....	8,812,125	6,720,924
Increase	2,091,201	
Average live weight, lbs.....	229.98	240.41
Decrease	10.43	
Average yield of lard, lbs.....	33.05	34.64
Decrease	1.59	
Percentage yield of lard.....	14.38	14.41
Decrease .....	.03	
Cost of hogs, 100 lbs., alive.....	\$4.98	\$6.33
Decrease	1.35	
Aggregate live weight, lbs.....	2,026,646,000	1,615,835,000
Increase	410,811,000	
Green meats made, lbs.....	1,134,922,000	904,867,000
Increase	230,055,000	
Lard made, lbs.....	291,254,000	232,860,000
Increase	58,394,000	
Total meats and lard, lbs.....	1,426,176,000	1,137,727,000
Increase	288,449,000	
Aggregate cost of hogs.....	\$100,990,000	\$102,338,000
Decrease	1,348,000	
Tierces of lard, 330 lbs.....	882,600	705,600
Increase.....	177,000	

TOTAL FOR TWELVE MONTHS.

Year ending March 1st—	1894-95.	1893-94.
Number of hogs packed.....	16,003,645	11,605,006
Increase	4,398,639	
Average live weight, lbs.....	231.22	243.69
Decrease.....	12.47	
Average yield of lard, lbs.....	33.31	35.25
Decrease.....	1.94	
Cost of hogs, 100 lbs., alive.....	\$4.67	\$5.87
Decrease.....	\$1.20	
Aggregate live weight, lbs.....	3,700,348,000	2,828,043,000
Increase.....	872,305,000	
Green meats made, lbs.....	2,072,195,000	1,583,703,000
Increase.....	488,492,000	
Lard made, lbs.....	533,055,000	409,052,000
Increase.....	124,003,000	
Total meats and lard, lbs.....	2,605,250,000	1,992,755,000
Increase.....	612,495,000	
Aggregate cost of hogs.....	\$172,679,000	\$166,090,000
Increase.....	\$6,589,000	
Tierces of lard, 330 lbs.....	1,615,300	1,239,300
Increase.....	376,000	

There is more or less barreled pork made during the summer season each year; in 1894, from March 1st to November, a total of 35,300 barrels of mess, and 147,500 barrels of other pork, making in all 182,800 barrels, was put up.

PACKING AT ST. LOUIS FOR THIRTY SEASONS.

SEASONS.	Number Hogs.	Average Weight.	Average yield Lard all kinds.	Average cost per 100 lbs. Gross.
1894-95	373,165	223.61 gross.	31.55	\$4.28
1893-94	255,084	234.38 "	33.82	5.26
1892-93	226,206	219.04 "	31.20	6.47
1891-92	350,483	234.39 "	31.84	4.02
1890-91	291,332	241.91 "	33.41	3.65
1889-90	348,810	241.48 "	32.16	3.69
1888-89	336,176	253.42 "	33.12	4.95
1887-88	369,790	233.05 "	30.21	5.14
1886-87	370,866	245.42 "	35.49	4.30
1885-86	369,130	257.21 "	34.29	3.74
1884-85	442,087	259.74 "	34.60	4.35
1883-84	382,222	249.70 "	33.45	5.20
1882-83	327,004	259.81 "	34.53	6.33
1881-82	316,379	253.97 "	35.13	6.21
1880-81	474,159	250.86 "	35.56	4.62
1879-80	577,793	258.18 "	36.08	4.05
1878-79	629,261	264 "	40.45	2.83
1877-78	509,540	270 "	38.20	3.96
1876-77	414,747	255 "	32.55	5.70
1875-76	329,895	268.47 "	36.56	7.17
1874-75	462,246	240 "	30.	7.00
1873-74	463,793	261.53 "	34.18	.....
1872-73	538,000	260 "	34.50	.....
1871-72	419,032	263.15 "	35.17	.....
1870-71	305,600	216 Net.	.....	.....
1869-70	241,316	190.50 "	.....	.....
1868-69	231,937	189.27 "	.....	.....
1867-68	237,160	193.91 "	.....	.....
1866-67	183,543	222.34 "	.....	.....
1865-66	123,335	208.91 "	.....	.....

SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1895. estimate.....	460,000.....	225
1894.	496,293.....	222.80
1893.	323,789.....	218
1892.	304,428.....	223
1891.	313,705.....	218.74
1890.	356,768.....	232.24
1889.	390,792.....	233.14
1888.	346,281.....	225
1887.	313,591.....	245
1886.	351,048.....	245
1885.	244,004.....	248
1884.	269,814.....	230.80
1883.	225,000.....	235
1882.	215,176.....	217.86
1881.	350,000.....	235
1880.	410,000.....	240
1879.	350,000.....	250
1878.	142,000.....	255
1877.	148,277.....	247
1876.	131,158.....	226.43
1875.	102,424.....	220
1874.	150,962.....	209
1873.	132,155.....	244.26

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1894-95.....	869,458 hogs.
“ “ 1893-94.....	578,873 “
“ “ 1892-93.....	530,634 “
“ “ 1891-92.....	664,188 “
“ “ 1890-91.....	648,100 “
“ “ 1889-90.....	739,602 “
“ “ 1888-89.....	682,457 “
“ “ 1887-88.....	683,381 “
“ “ 1886-87.....	721,914 “
“ “ 1885-86.....	613,134 “
“ “ 1884-85.....	711,901 “
“ “ 1883-84.....	607,122 “
“ “ 1882-83.....	532,180 “

WINTER PACKING IN THE WEST FOR TWENTY SEASONS.

As reported by the "Cincinnati Price Current."

SEASONS.	Number of Hogs.	Gross Weight per hog.	Yield of Lard per Hog. all kinds.	Cost per 100 lbs. gross.
1875-76.....	4,880,135	217.71	35.45	7.05
1876-77.....	5,101,308	215.92	34.08	5.74
1877-78.....	6,505,446	226.04	38.61	3.99
1878-79.....	7,480,648	217.14	39.40	2.85
1879-80.....	6,950,451	212.94	36.32	4.18
1880-81.....	6,919,456	207.71	35.65	4.64
1881-82.....	5,747,760	210.16	36.44	6.06
1882-83.....	6,132,212	213.62	35.43	6.28
1883-84.....	5,402,064	201.15	33.25	5.18
1884-85.....	6,460,240	266.51	36.02	4.29
1885-86.....	6,298,995	258.98	35.22	3.66
1886-87.....	6,439,009	251.31	33.54	4.19
1887-88.....	5,921,181	242.30	31.06	5.04
1888-89.....	5,483,852	263.46	34.76	4.99
1889-90.....	6,663,802	250.92	36.37	3.66
1890-91.....	8,173,126	239.75	33.45	3.54
1891-92.....	7,761,216	247.64	34.64	3.91
1892-93.....	4,663,520	227.73	31.66	6.54
1893-94.....	4,884,082	248.20	36.07	5.26
1894-95.....	7,191,520	232.73	33.62	4.28

SUMMER PACKING IN THE WEST, FROM MARCH 1st to NOVEMBER 1st.

As reported by the "Cincinnati Price Current."

Season	Number Hogs.	Av. gro. wt.	Av. Yield Lard
1881	4,803,689	231.52	32.12
1882	3,210,787	221.40	30.70
1883	3,781,036	245.31	35.77
1884	4,058,868	234.58	32.44
1885	4,964,572	234.58	32.44
1886	4,644,003	238.93	34.01
1887	5,611,526	227.00	30.98
1888	5,315,122	231.88	31.85
1889	6,881,501	246.28	35.94
1890	9,540,008	238.47	36.20
1891	6,696,398	221.76	31.29
1892	7,757,110	222.42	31.23
1893	6,721,000	240.41	34.64
1894	8,812,125	229.98	33.05
1895 Estimate	8,125,000	233.00	

YEARLY COMPARISONS—NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1, FOR 16 YEARS.

Years.	Sum-mer.	Winter.	Total.	Years.	Sum-mer.	Winter.	Total.
1894-95	8,812,125	7,191,520	16,003,645	1886-87	5,644,003	5,438,009	12,083,012
1893-94	6,720,924	4,884,082	11,605,006	1885-86	4,964,572	6,298,965	11,263,537
1892-93	7,757,110	4,633,520	12,390,630	1884-85	4,058,868	6,460,340	10,519,208
1891-92	6,696,398	7,761,216	14,457,614	1883-84	3,781,036	5,402,064	9,183,100
1890-91	9,540,008	8,173,126	17,713,134	1882-83	3,210,787	6,132,212	9,342,999
1889-90	6,881,501	6,663,802	13,545,303	1881-82	4,803,689	5,747,760	10,551,449
1888-89	5,315,122	5,483,852	10,798,974	1880-81	5,323,898	6,919,456	12,243,354
1887-88	6,611,526	5,921,181	11,532,707	1879-80	4,051,248	6,950,451	11,001,699

EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1895,
As reported by Mr. Worthington C. Ford, Chief of Bureau of Statistics, Washington.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF, Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or Pickled, etc., Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
New York	34,973,026	95,676,820	38,090,224	10,391,990	230,365,372	38,083,591	46,543,392	305,707,976
Boston	4,422,689	77,060,347	6,043,796	895,183	170,956,684	54,215,514	4,311,633	89,966,566
Philadelphia	3,189,875	4,468,400	3,761,217	1,607,915	18,101,317	5,354,593	820,389	12,133,278
Baltimore	15,452,112	6,099,593	10,577,121	1,601,087	15,555,938	1,512,686	2,434,360	72,277,446
New Orleans	221,627	.....	291,039	393,034	234,523	130,695	472,375	817,056
San Francisco	1,105,100	.....	1,273,550	2,840,796	114,144	425,208	214,610	885,625
Corpus Christi	16,363	.....	.....	31,300	9,954	28,840	.....	453,141
Detroit	806,439	1,010,842	3,513,816	405,876	2,374,258	6,639,365	11,051,423	13,357,766
Huron	552,307	.....	688,125	301,263	9,892,076	3,221,491	2,107,910	5,000,007
North and South Dakota	193,578	.....	56,600	172,804	201,057	28,098	32,100	21,802
Passamaquoddy .....	.....	.....	83,000	.....	.....	.....	122,200	.....
Puget Sound	26,416	30,201	74,046	55,220	314,478	354,586	143,310	113,697
Superior	656	.....	19,404	1,175	.....	1,905	121,022	.....
Other districts	553,724	2,911	729,182	679,474	7,461,050	363,954	1,759,330	16,635,116
Total Exports, 1895	61,513,912	184,358,114	65,101,122	24,377,117	455,580,851	110,360,526	70,135,054	517,369,470
Total Exports, 1894	59,524,794	204,314,960	65,360,094	34,576,587	440,544,068	95,945,141	63,675,407	479,703,309
Total Exports, 1893	63,710,539	172,897,488	54,307,218	62,233,839	347,636,890	81,775,512	50,594,673	341,834,808
Total Exports, 1892	90,112,775	232,983,369	70,360,653	87,022,614	523,458,670	82,296,622	78,193,253	463,910,026
Total Exports, 1891	86,125,190	202,989,789	73,199,874	93,007,574	484,654,281	81,175,274	75,428,723	438,935,799
Total Exports, 1890	104,913,390	182,505,816	110,707,355	119,291,026	520,024,941	85,497,390	79,232,601	521,174,240
Total Exports, 1889	71,769,708	170,992,606	73,125,822	99,637,118	471,743,869	55,547,750	77,460,447	398,337,428
Total Exports, 1888	45,298,849	106,411,092	50,483,631	75,470,826	302,128,689	40,243,275	57,820,187	270,245,146
Total Exports, 1887	43,522,195	79,677,729	41,871,632	84,899,951	266,869,582	49,853,172	60,877,176	300,033,551
Total Exports, 1886 .....	.....	94,220,019	35,792,792	52,699,115	359,788,072	56,238,826	105,786,836	331,509,570

TRADE AND COMMERCE OF

WEEKLY PRICES OF PROVISIONS FOR 1895.

PORK.	LARD.	D. S. CLEAR RIBS.	BACON CLEAR
Mess.	Prime Steam.	Bulk.	Packed
\$11.62½ @ 12.15	\$6.60 @ 6.80	\$5.70 @ 5.95	\$6.50 @ 6.80 7½
11.87½ 12.00	6.60 6.80	5.70 5.85	6.37½ 6.80
11.55 11.87½	6.55 6.75	5.60 6.00	6.37½ 6.75
10.62½ 11.40	6.40 6.55	5.40 5.70	6.12½ 6.25
9.85 10.37½	6.22½ 6.50	5.00 5.50	5.75 6.00
9.92½ 10.50	6.35 6.50	5.00 5.25	5.62½ 6.00
10.00 10.25	6.30 6.40	5.05 5.20	5.65 6.00
10.20 10.40	6.25 6.35	5.10 5.30	5.75 5.90
10.20 10.50	6.25 6.40	5.15 5.40	5.75 6.00
10.55 11.10	6.30 6.50	5.35 5.70	5.80 6.12½
11.50 12.35	6.50 6.85	5.80 6.07½	6.25 6.50
11.75 12.25	6.55 6.75	5.70 6.15	6.25 6.62½
12.50 12.85	6.80 7.15	6.15 6.45	6.30 7.00
12.00 12.65	6.70 6.80	6.25 6.45	6.75 7.00
12.05 12.50	6.65 6.90	6.20 6.50	6.80 7.00
12.35 12.70	6.70 6.80	6.25 6.40	6.80 7.00
12.50 12.75	6.65 6.80	6.25 6.40	6.80 7.00
12.00 12.50	6.50 6.70	6.10 6.30	6.80 7.00
12.00 12.30	6.35 6.40	6.00 6.25	6.75 7.00
12.05 12.65	6.40 6.60	6.07½ 6.25	6.62½ 6.90
12.50 13.25	6.37½ 6.60	6.25 6.60	6.65 6.90
12.75 13.10	6.37½ 6.40	6.30 6.50	6.85 7.12½
12.60 12.80	6.37½ 6.60	6.25 6.40	6.85 7.00
12.60 12.90	6.25 6.40	6.30 6.45	6.85 7.00
12.00 12.75	6.30 6.40	6.10 6.50	6.85 7.00
12.10 12.70	6.30 6.55	6.25 6.50	6.85 7.00
12.25 12.50	6.30 6.50	6.30 6.60	6.80 7.12½
11.40 12.50	6.05 6.30	6.15 6.40	7.00 7.12½
11.00 11.35	6.05 6.20	6.15 6.30	6.85 6.90
10.87½ 11.25	6.00 6.15	6.15 6.30	6.75 6.87½
9.62½ 11.00	5.90 6.05	5.85 6.25	6.87½ 7.00
9.62½ 10.00	5.75 5.95	5.60 5.90	6.75 6.87½
9.75 10.25	5.85 5.90	5.60 5.90	6.50 6.62½
9.75 10.37½	5.70 5.95	6.15 6.37½	6.50 6.75
9.50 9.75	5.62½ 5.80	5.65 5.90	6.75 6.87½
9.00 9.25	5.65 5.75	5.70 5.90	6.62½ 6.75
8.75 9.00	5.60 5.70	5.50 5.80	6.62½ 6.65
8.50 8.87½	5.70 5.75	5.30 5.70	6.25 6.50
8.37½ 8.50	5.65 5.75	5.20 5.40	6.00 6.25
8.87½ 9.12½	5.75 5.80	5.35 5.37½	6.00 6.25
8.50 9.00	5.60 5.75	5.15 5.80	6.62½ 6.65
8.50 9.00	5.50 5.70	4.95 5.40	6.12½ 6.37½
8.37½ 8.75	5.40 5.45	4.75 5.35	5.87½ 6.25
8.25 8.50	5.37½ 5.45	4.57½ 4.90	5.62½ 5.87½
8.50 8.62½	5.45 5.50	4.65 4.70	5.25
8.37½ 8.75	5.40 5.45	4.65 4.80	5.37½
8.37½ 8.50	5.35 5.45	4.45 4.75	4.87½
8.25 8.50	5.25 5.40	4.45 4.60	4.80
8.12½ 8.25	5.15 5.35	4.37½ 4.50	5.25
8.12½ 8.25	5.05 5.15	4.40 4.50	5.25
8.50 9.25	5.10 5.20	4.25 4.35	5.12½
8.00 9.00	5.12½ 5.20	4.25 4.50	5.00
		4.25 4.37½	5.25

LIVE STOCK.

By James Maccallum, Editor "Union Stock Yards Journal."

CATTLE.

The receipts of cattle at St. Louis during 1895 show a gratifying increase, being greater than any previous year, except 1893, which showed a phenomenal increase. The extraordinary facilities enjoyed by our city in the handling of live stock, as well as a greatly increased home consumption of beef is, in a measure, responsible for this. The erection of several large beef dressing plants has increased the demand, so that a very large percentage of the cattle coming to this market are slaughtered here. As a market offering the best inducements to shippers, St. Louis stands pre-eminent. Its location, alone, gives it great advantage, and the progressive liberality of its people makes it a superior place of final shipment and the highest prices are paid to shippers for their stock.

Sales of native cattle ranged much higher than the previous year, running as high as \$6.25 per 100, in April, and prices were for the most part steady, with no sharp fluctuations; increasing from the early part of the year until April, when the highest prices were attained. Since then, prices on native-fed cattle have slowly declined, until December shows steers selling at \$4.25. Generally speaking, the quality of the offerings was fair, and during the summer months the demand for feeding cattle became very strong, and high prices were paid for that class. Prices ranged in January from \$3.00 to \$5.25; during February prices were steady; in March they increased to \$3.25 to \$5.50, and in April attained the highest point, viz.: from \$4.00 to \$6.25. In May and June, prices remained steady, and from July until winter, the extreme range on fed butcher cattle was \$3.00 to \$5.25. Texas and Indian also shared the increase, ranging from \$3.00 to \$4.10, in the early part of the year, and in April the range was from \$3.75 to \$5.55. The bulk of grass steers brought from \$2.90 to \$4.00, the full range for the year being from \$2.30 to \$5.55.

HOGS.

The receipts of hogs at St. Louis during 1895 show a net decrease of 49,514 head, as compared with 1894. During the year just passed, hogs sold at prices generally \$1.00 per 100 lbs. less than 1894. The early part of the year saw hogs selling from \$3.65 to \$4.25, and they ranged during the first quarter from \$3.65 to \$4.90. April was the

best month in the year, except July, when prices went to \$5.40; from that time, however, prices have steadily declined, the lowest notch being reached in December, when top hogs were selling at \$3.40. At no time during the year was there a glut in the market, and St. Louis could dispose of a great many more hogs to good advantage. The old-time packing season is a thing of the past, as the refrigerating machine enables the packer to kill right along during the entire year, and there is always a demand for hogs in St. Louis which is never satisfied. Light hogs, from 180 to 230 pounds, generally bring more than any other kind; very heavy hogs are no longer in such strong demand, and more attention is being paid to quality by buyers. The stringent rules enforced by health authorities, also, should be borne in mind by shippers, and cause them to ship only the best, if they want top prices.

SHEEP.

St. Louis has made a wonderful advance the past year as a sheep market, handling 510,660 sheep during 1895. This is an increase of 150,764 sheep over the previous year and 53,991 more than the receipts of 1888, the previous high-water mark. This is most gratifying, and is evidence that as a sheep market, St. Louis stands high. The wonderfully increased facilities for slaughtering, as well as a growing home consumption of mutton, is responsible for this. At no time during the year was the market overstocked to any appreciable extent, and prices paid to shippers compare very favorably with any other market.

Prices did not fluctuate much during the year. In January choice to fancy muttons sold from \$3.00 to \$3.50; in March and April they ranged from \$4.00 to \$4.85; in June prices had lowered some and we find choice muttons selling from \$2.75 to \$3.75. In July and August, when receipts were fairly heavy, prices ranged from \$2.50 to \$3.40, and from September to the end of the year, not much change was manifested, the extreme range being from \$2.50 to \$3.50. The future promises a very good outlook for the St. Louis market.

HORSES AND MULES.

St. Louis continues to be the leading horse and mule market of the country. Notwithstanding the decreased local demand for street car purposes—all the lines being now run by cable or trolleys—the receipts increased the past year and reached over 77,820 head, the largest on record since 1889. The South was, as usual, the largest buyer, 68,645 head having been shipped in that direction, while 11,168 head went Eastward.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES
AND MULES FOR TWENTY-NINE YEARS.**

YEAR.	RECEIPTS.				SHIPMENTS.			
	Cattle.	Sheep.	Hogs.	Horses & Mul's	Cattle.	Sheep.	Hogs.	Horses & Mul's
1895	851,275	510,660	1,440,342	77,820	274,738	119,768	605,319	81,926
1894	773,571	359,896	1,489,856	59,822	281,260	90,526	642,699	67,564
1893	903,257	397,725	1,105,108	46,834	473,966	231,476	575,846	55,931
1892	801,111	376,922	1,310,311	45,759	465,328	248,035	715,969	49,077
1891	779,499	402,989	1,380,569	55,975	464,794	277,896	704,378	66,891
1890	639,014	358,496	1,359,789	82,071	361,705	251,728	665,471	79,090
1889	508,190	358,495	1,120,930	78,104	297,879	255,375	420,310	65,399
1888	546,875	456,669	929,230	58,468	336,206	316,676	294,889	61,192
1887	464,828	417,425	1,052,240	57,048	277,406	287,018	324,735	59,222
1886	377,550	328,985	1,264,471	42,032	212,958	202,728	520,362	39,798
1885	386,320	362,858	1,456,535	39,385	233,249	233,391	789,487	35,610
1884	450,717	380,822	1,474,475	41,870	315,433	248,545	678,874	39,544
1883	405,090	398,612	1,151,785	44,913	249,523	217,370	609,888	44,543
1882	443,169	443,120	846,228	42,718	188,486	245,071	264,584	46,255
1881	503,862	334,426	1,672,153	42,365	293,092	170,395	889,909	43,794
1880	424,720	205,969	1,840,684	46,011	228,879	93,522	770,769	44,416
1879	420,654	182,648	1,762,724	33,289	226,255	88,083	686,099	36,947
1878	406,235	168,095	1,451,634	27,878	261,723	74,433	528,627	30,867
1877	411,969	200,502	896,319	22,652	251,566	87,569	314,287	25,157
1876	349,043	157,831	877,160	22,271	220,430	67,886	232,876	26,301
1875	335,742	125,079	628,569	27,516	216,701	37,784	129,729	28,675
1874	360,825	114,913	1,126,586	27,175	226,678	35,577	463,710	30,202
1873	279,678	86,434	973,512	.....	180,662	18,902	224,873	.....
1872	263,404	115,904	759,076	.....	164,870	29,540	188,700	.....
1871	199,527	118,899	638,370	.....	130,018	37,465	113,913	.....
1870	201,422	94,477	310,840	.....	129,748	11,649	17,156	.....
1869	124,565	96,626	344,848	.....	59,867	12,416	39,076	.....
1868	115,352	79,315	301,560	.....	37,277	6,415	16,277	.....
1867	74,146	62,974	298,241	.....	26,799	19,022	28,627	.....

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1895.

ROUTE.	RECEIPTS.				SHIPMENTS.			
	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules. Head.	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules. Head.
Chicago & Alton R. R., Mo. Div.....	13,515	82,872	8,414	3,629	278	.....	1,261	75
Missouri Pacific R. R.....	68,788	202,679	32,842	5,551	1,613	125	1,112	723
St. Louis & San Francisco R. R.....	152,777	206,951	116,167	1,672	587	17	905	645
Wabash R. R. (West.).....	86,799	265,548	55,755	14,554	6,044	192	8,732	178
St. Louis, Kansas City & Colorado R. R.....	1,193	7,178	739	9	.....	.....	.....	.....
Mo., Kansas & Texas R. R.....	188,117	98,289	99,596	905	1,139	.....	592	189
St. Louis Southwestern R. R.....	72	.....	.....	235	.....	.....	.....	1,682
St. Louis, Iron Mountain & South'n R. R.....	239,451	82,533	50,881	1,093	281	120	619	16,364
St. L., A. & T. H. R. R. (Cairo Short Line.)	18,840	80,349	26,133	511	363	80	297	4,149
Illinois Central R. R.....	30	.....	11	97	71	.....	.....	8,711
Louisville & Nashville R. R.....	7,673	35,701	13,640	567	278	.....	248	25,116
Mobile & Ohio R. R.....	16,816	40,737	9,679	137	479	239	.....	8,238
Louisville, Evansville & St. Louis R. R.....	2,350	13,483	7,530	288	1,369	808	.....	787
Baltimore & Ohio Southwestern R. R.....	2,739	17,577	11,574	236	14,661	48,632	1,466	3,049
Chicago & Alton R. R.....	6,155	36,197	5,171	5,989	84,430	47,185	39,793	661
Cleveland, Cin., Chicago & St. L. R. R.....	1,311	15,031	3,135	1,998	32,805	121,614	650	2,135
Vandalia & Terre Haute R. R.....	4,147	11,345	12,805	2,808	25,018	134,277	6,511	3,190
Wabash R. R. (East.).....	581	11,237	2,457	2,049	67,734	51,300	39,208	1,853
Tol., St. Louis & Kansas City R. R.....	589	4,252	4,276	535	23,360	194,812	5,217	280
Chicago, Peoria & St. Louis R. R.....	416	2,280	275	934	3,351	177	1,090	105
Chicago, Burlington & Quincy R. R.....	1,389	32,167	1,843	3,949	4,665	5,180	6,527	158
St. L., Keokuk & Northwestern R. R.....	10,949	82,106	10,388	26,747	3,349	.....	3,164	36
St. Louis, Chicago & St. Paul R. R.....	528	19,076	1,313	203	873	.....	1,067	4
St. Louis & Eastern R. R.....	365	3,151	172	48	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	1,812	16,012	2,139	1,069	.....	.....	.....	.....
Lower Mississippi River.....	10,929	39,686	10,202	503	.....	.....	.....	.....
Illinois River.....	716	12,007	1,281	248	1,990	471	709	3,598
Missouri River.....	94	3,114	207	30	.....	.....	.....	.....
Ohio, Cumberland & Tennessee Rivers.....	320	854	61	1,235	.....	.....	.....	.....
Driven and Expres.....	11,814	17,330	15,884	1,235	.....	.....	.....	.....
Total.....	851,275	1,440,342	510,000	77,820	274,798	905,310	110,708	91,926

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS
NATIONAL STOCK YARDS FOR THE YEAR 1895.**

1895. MONTHS.	RECEIPTS.					SHIPMENTS.				
	Cars.	Cattl'	Hogs.	Sheep	Hors' & Mul's	Cars	Cattl'	Hogs.	Sheep	Hors & Mul's
January ...	4,423	70,794	128,714	27,426	756	1,365	23,570	52,696	1,606	742
February ..	3,461	52,817	97,530	25,197	515	944	13,002	44,455	1,988	468
March	2,893	45,230	87,702	22,930	588	919	13,673	45,754	1,812	460
April	3,012	43,718	83,731	58,168	1,740	1,051	14,030	42,679	19,398	1,023
May	4,278	65,525	106,712	84,868	1,456	1,426	21,104	44,055	27,592	1,010
June	3,427	58,406	67,202	58,876	1,403	1,156	19,971	26,443	22,263	1,170
July	3,478	69,493	51,179	34,258	1,564	1,064	18,173	26,347	9,562	1,373
August	2,456	68,409	60,857	40,293	968	1,186	20,764	36,642	8,968	893
September ..	3,597	71,077	66,433	29,019	3,189	1,107	18,762	38,525	5,280	2,299
October	4,465	71,306	113,222	34,754	4,585	1,671	23,589	74,347	5,927	4,340
November ..	3,786	56,480	108,992	19,220	5,676	1,319	18,902	53,586	1,611	4,895
December ..	3,984	57,271	112,300	19,846	5,174	1,139	17,225	32,057	2,868	4,711
Totals ..	44,260	733,526	1,084,574	454,858	27,615	14,347	222,795	517,586	108,875	23,393

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS
UNION STOCK YARDS FOR THE YEAR 1895.**

1895. MONTHS.	RECEIPTS.				SHIPMENTS.			
	Cattle	Hogs.	Sheep.	Hors's & Mules.	Cattle	Hogs.	Sheep.	Hors's & Mules.
January	8,080	39,464	4,248	2,496	1,293	6,183	490	415
February	5,276	23,329	3,868	2,052	445	2,966	409	262
March	7,881	26,341	3,618	1,718	691	3,235	325	149
April	9,143	32,201	3,717	1,211	545	5,858	283	79
May	9,520	32,720	7,419	625	757	4,933	1,541	65
June	8,083	25,596	5,778	525	477	3,890	772	170
July	9,031	19,707	9,164	270	610	2,760	2,022	11
August	10,573	17,339	9,140	751	1,279	2,870	2,144	27
September	9,870	19,398	7,548	1,443	613	2,406	1,387	75
October	10,673	34,226	7,038	2,428	1,097	5,052	1,071	179
November	9,628	33,801	5,018	4,041	857	4,331	640	410
December	7,920	36,302	4,536	3,811	1,680	5,957	775	268
Total	105,678	340,424	71,092	21,371	10,344	49,941	11,859	2,110

WEEKLY PRICES OF LIVE STOCK FOR 1895.

UNION STOCK YARDS JOURNAL.

DATE.—1895.	CATTLE. Good to Choice.			SHEEP. Good to Choice.	HOGS.		
	Native Steers.	Texas Steers.			Butchers.	Mixed Packers.	Lights.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Jan. 4.....	3.00 @	5.00 2.35	@	4.00 2.25	@	3.25 4.30	@
11.....	3.00	5.00 2.25		4.00 2.25		3.25 4.20	
18.....	3.00	5.25 2.35		4.10 2.75		3.50 4.20	
25.....	3.00	5.25 2.40		4.20 2.75		3.50 4.20	
Feb. 1.....	3.00	5.25 2.75		4.20 2.75		3.75 4.10	
8.....	3.00	5.00 2.90		4.20 2.75		3.50 4.25	
15.....	3.00	5.00 3.25		4.20 3.00		4.00 4.05	
22.....	3.25	5.00 3.40		4.00 3.00		4.15 3.70	
March 1.....	3.25	5.00 3.25		4.10 3.25		4.25 3.80	
15.....	3.25	5.25 3.00		3.40 3.25		4.35 3.85	
22.....	3.25	5.50 3.25		3.90 3.25		4.50 4.10	
29.....	3.75	5.50 2.50		3.00 3.25		4.50 4.80	
April 5.....	4.00	6.25 3.75		5.55 3.75		4.85 5.00	
12.....	4.00	6.25 3.15		4.00 4.00		4.85 4.90	
19.....	4.00	6.25 3.50		3.90 4.00		4.60 5.00	
26.....	3.75	5.75 3.00		4.25 3.50		4.25 4.75	
May 3.....	3.75	5.75 3.25		4.40 3.50		4.50 4.85	
10.....	4.00	5.75 3.60		4.75 3.50		4.50 4.65	
17.....	4.00	5.75 3.85		4.65 3.50		4.60 4.50	
24.....	4.00	5.75 3.30		4.25 3.50		4.60 4.40	
31.....	4.00	5.75 2.00		4.40 3.50		4.50 4.50	
June 7.....	4.00	5.75 2.75		4.05 3.25		3.75 4.55	
14.....	4.00	5.75 3.25		3.90 2.75		3.25 4.35	
21.....	3.50	5.25 3.00		4.45 2.75		3.25 4.50	
28.....	3.50	5.25 2.85		3.80 2.50		3.00 4.60	
July 5.....	3.50	5.25 2.70		3.85 2.50		3.50 4.30	
12.....	3.50	5.25 2.85		3.80 2.50		3.50 5.10	
19.....	3.50	5.25 3.00		3.90 2.50		3.25 5.15	
26.....	3.50	5.25 2.95		4.15 2.50		3.50 5.30	
Aug. 2.....	3.50	5.25 2.80		3.40 2.50		3.40 5.00	
9.....	3.50	5.25 2.65		3.55 2.50		3.40 4.90	
16.....	3.50	5.25 2.65		3.65 2.40		3.40 4.80	
23.....	3.50	5.25 2.60		3.20 2.30		3.45 4.65	
30.....	3.50	5.25 2.75		3.75 2.30		3.00 4.65	
Sept. 6.....	3.50	5.25 2.65		3.45 2.30		3.00 4.40	
13.....	3.50	5.25 3.00		3.85 2.30		3.00 4.30	
20.....	3.50	5.25 2.85		3.30 2.50		3.00 4.35	
27.....	3.50	5.25 2.40		3.00 2.50		3.10 4.35	
Oct. 4.....	3.50	5.00 2.40		3.25 2.50		3.25 4.10	
11.....	3.25	5.25 2.60		3.45 2.50		3.50 4.15	
18.....	3.25	5.25 2.80		3.00 2.50		3.50 4.00	
25.....	3.25	5.25 2.60		2.90 2.50		3.25 3.75	
Nov. 1.....	3.10	5.00 2.50		3.00 2.40		3.00 3.80	
8.....	3.00	4.75 2.55		3.85 2.40		3.00 3.60	
15.....	3.00	4.75 2.85		3.40 2.50		3.00 3.65	
22.....	3.00	4.75 2.75		3.40 2.50		3.10 3.65	
29.....	3.00	4.50 2.90		3.25 2.50		3.25 3.45	
Dec. 6.....	3.00	4.12 2.35		3.50 2.50		3.25 3.45	
13.....	2.90	4.12 2.30		3.00 2.50		3.25 3.40	
20.....	3.00	4.12 2.65		3.45 2.50		3.25 3.30	
27.....	3.00	4.10 2.80		3.00 2.50		3.25 3.45	

TOBACCO.

LEAF TOBACCO.

The receipts of leaf tobacco show an increase of nearly 5,000 hogsheads, most all of which was brought from other points, the crop of Missouri being estimated at 2,000 hogsheads. All the receipts were taken by local manufacturers.

MANUFACTURED TOBACCO.

The position of St. Louis as the largest manufacturing point for tobacco is still maintained, the output for the year 1895 being 57,476,310 pounds. Of this amount, 52,485,780 pounds was plug, 4,856,121 smoking, 110,510 pounds fine cut, and 23,899 pounds snuff. In addition, there were 49,073,000 cigars and 25,064,000 cigarettes manufactured.

The amount of chewing and smoking tobacco manufactured in the United States during the fiscal year ending June 30, 1895, was 248,269,638 pounds. Of this amount, St. Louis manufactured 59,347,550 pounds, or 23.90 per cent., an increase over the previous fiscal year.

The output of the larger districts for the past two fiscal years was as follows:

				1894.	1895.
Missouri.....	First District.	St. Louis.		53,318,136 lbs.	59,347,555 lbs.
New Jersey.....	Fifth "	Newark.		20,150,167 "	17,788,516 "
Kentucky.....	Fifth "	Louisville.		19,866,302 "	22,341,765 "
Michigan.....	First "	Detroit.		16,311,207 "	16,767,954 "
Ohio.....	First "	Cincinnati.		15,640,245 "	17,560,146 "
Virginia.....	Second "	Richmond.		15,019,739 "	14,969,323 "
North Carolina.....	Fifth "	Asheville.		13,878,736 "	14,905,290 "
Virginia.....	Sixth "	Lynchburg.		10,507,737 "	11,064,674 "

The output for the coming year of plug tobacco and cigarettes will be largely increased, on account of enlargement of old plants and the advent of a new company, which will place St. Louis still further in the lead.

The receipts of manufactured tobacco during 1895 were 18,468,330 pounds, and total shipments, 72,331,710 pounds, against 14,908,766 pounds received, and 64,579,650 shipped in 1894.

FIRST INTERNAL REVENUE COLLECTION DIS- TRICT.

YEAR.		Tobacco manu- factured. Lbs.	Amount tax paid.
Fiscal,	1872	5,751,185	\$1,358,717 50
"	1873	5,441,872	1,094,600 03
"	1874	4,794,985	1,154,651 52
"	1875	6,324,408	1,317,583 26
"	1876	4,928,147	1,185,712 92
Calendar,	1877	5,484,431	1,319,036 16
"	1878	5,990,801	1,440,716 84
"	1879	8,670,466	1,477,899 00
"	1880	12,889,784	2,063,549 45
"	1881	17,234,869	2,751,307 00
"	1882	17,170,190	2,728,525 82
"	1883	23,835,729	2,219,433 19
"	1884	22,631,104	1,818,562 27
"	1885	28,517,401	2,235,028 06
"	1886	32,448,936	2,484,204 41
"	1887	40,284,675	3,222,774 00
"	1888	40,009,305	3,200,744 26
"	1889	44,964,667	3,597,173 39
"	1890	51,792,102	4,143,368 21
"	1891	50,384,436	3,023,066 34
"	1892	57,677,351	3,460,641 09
"	1893	50,465,947	3,027,938 87
"	1894	57,097,445	3,425,846 73
"	1895	57,447,310	3,448,578 60

The manufactures of the past five years can be classified as follows:

	1895. Pounds.	1894. Pounds.	1893. Pounds.	1892. Pounds.	1891. Pounds.
Plug Chewing Tobacco.....	52,485,780	51,634,424	45,613,168	52,293,902	44,508,098
Fine Cut	110,510	88,181	128,160	145,852	167,305
Smoking	4,856,121	5,848,033	4,696,852	5,424,122	5,682,377
Snuff	28,899	26,807	27,487	30,769	31,659
Total	57,476,310	57,097,445	50,465,667	57,894,645	50,384,436

CIGARS.

YEAR.		Manufactured.	Amount of tax paid.
Fiscal	1873	33,092,950	\$165,464 75
"	1874	35,425,390	176,808 45
"	1875	36,037,683	189,882 80
"	1876	31,841,875	191,051 25
Six months	1877	17,586,717	105,520 30
Calendar	1878	36,560,500	219,363 00
"	1879	35,042,043	210,252 26
"	1880	38,399,575	230,397 45
"	1881	41,867,917	251,207 50
"	1882	40,877,750	245,266 50
"	1883	40,021,079	166,674 84
"	1884	41,327,500	121,094 40
"	1885	41,466,220	121,510 57
"	1886	43,586,363	130,759 09
"	1887	46,732,973	140,198 93
"	1888	47,294,380	141,883 16
"	1889	46,289,225	138,867 68
"	1890	38,934,200	.....
"	1891	53,274,983	159,825 95
"	1892	56,964,376	170,953 13
"	1893	53,787,160	161,316 47
"	1894	51,435,530	154,306 59
"	1895	49,073,890	147,221 68

**TOBACCO, CIGARS AND SNUFF MANUFACTURED IN ST. LOUIS FOR
SIX YEARS.**

	1895.	1894.	1893.	1892.	1891.	1890.
Tobacco, lbs.....	57,452,411	57,070,638	50,438,180	57,863,876	50,352,780	51,792,102
Cigars, M.....	49,073	51,435	53,787	56,964	53,274	38,934
Cigarettes, M.....	25,064	1,079	289,800	.....	.....	142,100
Snuff, lbs.....	23,839	26,807	27,467	30,769	31,659	31,104

MANUFACTURE OF TOBACCO AND CIGARS IN THE UNITED STATES.

STATEMENT SHOWING THE NUMBER OF CIGARS AND CIGARETTES, ALSO THE NUMBER OF POUNDS OF SNUFF AND CHEWING AND SMOKING TOBACCO, ON WHICH INTERNAL REVENUE TAX WAS PAID IN THE UNITED STATES DURING THE FISCAL YEAR ENDED JUNE 30, 1886

Collection Districts.	Location of Collectors' Office.	Cigars, Number.	Cigarettes, Number.	Snuff, Pounds.	Chewing & Smoking Tobacco, Pounds.
Alabama	Birmingham	5,289,163	6,500	.....	9,951
Arkansas	Little Rock	1,476,820	.....	.....	14,993
California—1st dist.	San Francisco	65,297,503	3,329,940	4,329	448,399
California—4th dist., including the State of Nevada.	Sacramento	4,140,707	.....	.....	155
Colorado, including the State of Wyoming.	Denver	11,725,083	12,000	.....	32,493
Connecticut, including the State of Rhode Island.	Hartford	39,432,277	(a)254,900	.....	22,318
Florida	Jacksonville	149,171,170	1,482,960	.....	19,192
Georgia	Atlanta	4,511,483	16,800	.....	35,828
Illinois—1st dist.	Chicago	173,297,553	(b)6,886,440	331,444	9,449,678
Illinois—5th dist.	Peoria	13,771,173	.....	14,000	21,267
Illinois—8th dist.	Springfield	56,138,590	.....	20	1,870,177
Illinois—13th dist.	Cairo	11,584,727	.....	.....	64,890
Indiana—6th dist.	Lawrenceburg	46,163,617	1,000	.....	140,871
Indiana—7th dist.	Terre Haute	15,677,960	.....	200	164,734
Iowa—3rd dist.	Dubuque	12,109,910	.....	.....	347,430
Iowa—4th dist.	Burlington	51,667,670	100,000	208	88,345
Kansas, incl. the Indian and Oklahoma Territories.	Leavenworth	19,648,517	.....	.....	41,145
Kentucky—2nd dist.	Owensboro	1,491,803	.....	344	2,621,544
Kentucky—5th dist.	Louisville	30,286,897	20,000	32	22,341,765
Kentucky—6th dist.	Covington	6,711,070	.....	.....	1,843,197
Kentucky—7th dist.	Lexington	2,922,247	.....	.....	194,506
Kentucky—8th dist.	Richmond	60,760	.....	.....	61,622
Louisiana, including the State of Mississippi.	New Orleans	60,883,363	149,245,040	29,398	1,108,318
Maryland, incl. Delaware, Dist. Col. and 2 coun. of Va.	Baltimore	85,703,583	40,712,300	653,692	9,879,129
Massachusetts	Boston	111,334,527	(c)2,963,980	58,941	20,115
Michigan—1st dist.	Detroit	86,470,973	297,200	21,654	16,767,954
Michigan—4th dist.	Grand Rapids	18,380,137	8,500	573	31,884
Minnesota	St. Paul	39,273,870	2,638,420	29,888	109,699
Missouri—1st dist.	St. Louis	50,119,760	(d)756,540	25,274	59,347,555
Missouri—6th dist.	Kansas City	16,581,063	.....	.....	464,613

(a) including 3,000 at \$3 per M. (b) including 12,800 at \$3 per M.
(c) including 82,800 at \$3 per M. (d) including 2,000 at \$3 per M.

MANUFACTURE OF TOBACCO AND CIGARS IN THE UNITED STATES—Continued.

Collection Districts.	Location of Collectors' Office.	Cigars. Number.	Cigarettes. Number.	Snuff. Pounds.	Chewing & Smoking Tobacco. Pounds.
Montana, incl the State of Idaho and Ter. of Utah...	Helena	3,755,510	.....	.....	6,042
Nebraska, incl. the States of North and South Dakota...	Omaha	17,888,540	.....	.....	46,207
New Hampshire, including Maine and Vermont.....	Portsmouth	16,434,267	.....	.....	8,372
New Jersey—1st dist.....	Camden	10,728,250	.....	.....	8,821
New Jersey—5th dist.....	Newark	57,654,128	.....	.....	17,783,515
New Mexico, including the Territory of Arizona.....	Santa Fe	388,570	.....	4,178,169	4,630
New York—1st dist.....	Brooklyn	68,648,930	.....	.....	4,940,246
New York—2nd dist.....	New York	131,200,260	.....	.....	4,831,775
New York—3rd dist.....	New York	549,561,213	.....	.....	8,283,897
New York—14th dist.....	Albany	101,606,067	.....	.....	1,217,418
New York—21st dist.....	Syracuse	128,064,780	.....	.....	879,253
New York—26th dist.....	Rochester	54,019,980	.....	.....	1,846,077
North Carolina—4th dist.....	Raleigh	5,941,090	.....	.....	10,680,030
North Carolina—5th dist.....	Asheville	1,015,430	.....	.....	14,906,290
Ohio—1st dist.....	Cincinnati	207,798,357	.....	.....	17,660,145
Ohio—10th dist.....	Toledo	32,450,797	.....	.....	1,063,102
Ohio—11th dist.....	Springfield	78,952,097	.....	.....	385,981
Ohio—18th dist.....	Cleveland	96,829,110	.....	.....	329,313
Oregon, incl. State of Washington and Ter. of Alaska.	Portland	7,112,850	.....	.....	29,684
Pennsylvania—1st dist.....	Philadelphia	347,898,080	.....	.....	1,285,805
Pennsylvania—9th dist.....	Lancaster	511,633,240	.....	.....	173,450
Pennsylvania—13th dist.....	Scranton	29,298,567	.....	.....	777,039
Pennsylvania—23rd dist.....	Pittsburg	263,395,987	.....	.....	877,709
South Carolina.....	Columbia	963,973	.....	.....	34,675
Tennessee—2nd dist.....	Knoxville	1,601,716	.....	.....	695,393
Tennessee—5th dist.....	Nashville	2,773,826	.....	.....	1,274,595
Texas—3rd dist.....	Austin	6,121,317	.....	.....	52,564
Texas—4th dist.....	Dallas	3,612,747	.....	.....	13,485
Virginia—2nd dist.....	Richmond	83,983,917	.....	.....	14,989,328
Virginia—6th dist.....	Lynchburg	7,123,730	.....	.....	11,054,674
West Virginia.....	Parkersburg	60,654,423	.....	.....	3,518,946
Wisconsin—1st dist.....	Milwaukee	54,559,137	.....	.....	6,114,251
Wisconsin—2nd dist.....	Madison	27,629,523	.....	.....	41,254
Total.....		4,163,972,440	3,328,477,677	10,851,474	248,269,638

(e) including 12,000 at \$3 per M. (f) including 45,850 at \$3 per M.

(g) including 824,844 at \$3 per M. (h) including 28,103 at \$3 per M.

(i) including 3,000 at \$3 per M.

BAGGING AND IRON TIES.

The business in bagging and ties for 1895 was about equal in volume to 1894, with remarkable evenness as regards values. Prices have ruled lower than ever known in the trade, owing to the short crop of cotton.

The manufacture of bagging has continued on as large a scale as heretofore and stocks left unsold are moderate.

The coming season will doubtless show increased activity in this line, as the cotton crop is expected to show a large increase in planting.

RECEIPTS OF FLAX-TOW AND JUTE FOR NINE YEARS.

RECEIPTS.	1895.	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.
Flax-tow, bales	.....	406	640	384	.....	429	603	114	1,344
Jute, bales.....	7,782	1,625	13,604	22,846	41,151	44,019	67,306	35,089	37,004

SHIPMENTS OF BAGGING FOR TEN YEARS.

SHIPMENTS.	1895.	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.
Bagg'ng. Pcs.	299,071	295,059	267,593	317,205	392,711	378,040	331,330	181,104	300,609	325,609

BAGGING MANUFACTURED.

	Yards.
1895.....	11,700,000
1894.....	13,000,000
1893.....	12,000,000
1892.....	13,000,000
1891.....	15,000,000
1890.....	12,000,000

STOCKS OF BAGGING ON HAND.

	Yards.
December 31, 1895.....	1,200,000
December 31, 1894.....	1,000,000
December 31, 1893.....	200,000
December 31, 1892.....	800,000
December 31, 1891.....	50,000
December 31, 1890.....	1,000,000

RECEIPTS BAGGING.

	Pieces.	Yards.
1895.....	3,020	151,000
1894.....	1,577	78,850
1893.....	13,380	669,000
1892.....	12,433	621,650
1891.....	22,820	1,141,000
1890.....	54,508	2,725,400

LUMBER.

By the Lumbermen's Exchange of St. Louis.

Among St. Louis lumbermen 1895 was not as bright a year statistically as some previous years, but its good effects will be felt for years to come. Accounts have been straightened, and surplus stocks the country over have been reduced to such an extent that 1896 enters the field with cleaner books and lumbermen know better how they stand than for many a long year. One move made during the year toward a change in business methods is that the idea of having a central office and making shipment direct from the mill to point of sale has gained strong foothold. Such a method of business reduces expenses to a minimum by the securing of through freight rates and the avoiding of a heavy yard expense in a large city, and the result has been the acquisition of many new lumbermen for the city and a consequent increase of business.

Because of its location with reference to the receiving and shipping of lumber St. Louis has always been the leading hardwood market of the world. As yellow pine comes into importance and the vast resources of the South and Southwest are developed St. Louis is becoming recognized as the great yellow pine center of the world, as more of that commodity is handled through St. Louis than through any other city, and the output of the mills is regulated to a large extent by our dealers. Many new yellow pine offices have been established in our city during the year, and many more will be with us in the near future, for the location of St. Louis gives her dealers in Southern lumber a distinct advantage over any others.

The idea should not be derived from the above that 1895 was a dull year, for the receipts of lumber and logs were 132,000,000 feet in excess of 1894, being something more than 827,000,000 feet, which is only slightly behind the best year St. Louis has ever experienced. Careful investigation and inquiry has brought out the fact that over 450,000,000 feet of lumber was shipped during the year by St. Louis dealers direct from the mills to points of sale outside of St. Louis, the same not forming a part of St. Louis' receipts. This brings the total of lumber handled by St. Louis dealers up to 1,277,000,000 feet, besides local shipments amounting almost to 400,000,000 feet. The consumption of lumber by St. Louis builders and woodworking factories during the year was 430,000,000 feet, a gain of 102,000,000 feet on the preceding year.

An important move made by the Lumbermen's Exchange of St. Louis during the year was the adoption of a new, revised set of

inspection rules for hardwood lumber. The system of hardwood inspection in force in this city is now recognized by the lumber press of the country as the fairest and most satisfactory in existence in any hardwood market, the new systems recently adopted in other cities having received a scoring at their hands.

Any one of an observing turn of mind has noticed the southward trend of the lumber producer. This has been more noticeable of late than ever before, and it has been the means of giving to St. Louis its unparalleled prestige as a central market for Southern lumber. What this means for the future of St. Louis as a lumber market can hardly be understood by those not conversant with lumber statistics. As a rule, we are apt to think of the iron and steel interests as the greatest single mercantile pursuit of the country. The census of 1890 places the capital employed in this line at \$414,441,844, while the same census shows the amount of capital employed in the lumber business in the United States at that time to have been \$561,943,429. Since 1890 the lumber business has grown enormously, trade has been extended to all parts of the world, new producing districts have been opened up and a point to be remembered in it all is that more than seventy-five per cent of the new capital invested has been in a territory tributary to St. Louis.

LUMBER.

RECEIPTS OF LUMBER, LOGS, ETC., BY RIVER, FOR 1894 AND 1895.

KIND.	1894—Feet.	1895—Feet.
White Pine Lumber from Upper Mississippi River....	87,338,828	74,161,899
Yellow Pine Lumber from Lower Mississippi River...	6,666	12,000
Ash Lumber from Lower Mississippi River.....	1,882,991	1,813,603
Poplar Lumber from Lower Mississippi River.....	5,764,314	4,200,711
Oak Lumber from Lower Mississippi River.....	2,202,180	2,072,274
Cypress Lumber from Lower Mississippi River	844,857	2,497,854
Gum Lumber from Lower Mississippi River.....	250,490	213,500
Hickory Lumber from Lower Mississippi River.....	41,329	50,800
Sycamore Lumber from Lower Mississippi River....	90,141	110,000
Maple Lumber from Lower Mississippi River.....	7,000	.....
Cherry Lumber from Lower Mississippi River.....	3,400	.....
Cedar Lumber from Lower Mississippi River.....	.....	36,801
Birch Lumber from Lower Mississippi River.....	.....	4,000
Chestnut Lumber from Lower Mississippi River.....	.....	.....
Elm Lumber from Lower Mississippi River.....	.....	.....
Walnut Lumber from Lower Mississippi River and Missouri River	176,430	53,600
Cottonwood Lumber from Upper Mississippi River....	16,119,735	12,991,200
Total Receipts by River.....	114,227,856	97,723,742

RECEIPTS OF SHINGLES, LATH AND PICKETS, BY RIVER, 1894
AND 1895.

	1894. Number.	1895. Number.
Receipts of Shingles from Upper Mississippi River...	35,773,000	24,766,937
Receipts of Lath from Upper Mississippi River.....	31,354,350	18,033,570
Receipts of Pickets from Upper Mississippi River....	1,503,500	1,708,534
Total	68,630,850	44,509,041

RECEIPTS OF LOGS BY RIVER.

1895, Superficial Feet.....	8,673,361	1891, Superficial Feet.....	5,207,190
1894, Superficial Feet.....	10,411,105	1890, Superficial Feet.....	10,095,082
1893, Superficial Feet.....	6,973,100	1889, Superficial Feet.....	9,793,776
1892, Superficial Feet.....	7,852,880	1888, Superficial Feet.....	8,318,800

TOTAL RECEIPTS OF LUMBER AND LOGS.

	1895—Feet.	1894—Feet.	1893—Feet.
Lumber by river.....	97,723,742	114,227,856	101,133,739
Lumber by railroad.....	703,452,000	549,163,000	733,174,000
Logs by river, about.....	25,000,000	31,000,000	21,000,000
Total Receipts.....	826,175,742	694,390,856	555,297,739

TOTAL RECEIPTS OF SHINGLES AND LATH BY RAIL AND RIVER.

	1895.	1894.	1893.	1892.
Shingle, pieces.....	64,185,037	106,782,000	148,589,900	171,942,500
Lath, pieces.....	18,033,570	31,354,350	27,621,750	22,205,300

	1895.	1894.
Lumber Shipments by rail.....	394,884,000 feet.	365,328,000 feet.
Lumber Shipments by river.....	2,968,000 feet.	2,090,000 feet.

HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1895.....	86,054	1895.....	114,305
1894.....	113,110	1894.....	133,716
1893.....	113,116	1893.....	122,065
1892.....	123,076	1892.....	152,904
1891.....	109,040	1891.....	117,210
1890.....	86,716	1890.....	101,885
1889.....	78,301	1889.....	81,573
1888.....	68,111	1888.....	88,968
1887.....	63,972	1887.....	99,290
1886.....	60,133	1886.....	99,087
1885.....	59,629	1885.....	90,743
1884.....	63,468	1884.....	94,436
1883.....	17,574	1883.....	102,800

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1894 and 1895:

	1894.	1895.
Bushels of grain, mashed and distilled.....	490,897	276,542
Spirits produced, gals.—Bourbon.....	69,149	204,908
Alcohol.....	482,480	229,109
Gin.....	23,771	18,517
High Wines.....	None.	None.
Pure neutral or cologne spirits.....	1,380,508	750,951
Whisky.....	61,323	50,581
Total.....	2,022,823	1,248,066
Average yield of spirits per bushel.....	4.09 gals.	4.51 gals.
Amt. of tax paid at *90c. and *\$1.10 per gallon	{ 2,220,380 tax gals \$2,004,666.17	{ 1,023,637 tax gals \$1,123,992.73
Alcohol withdrawn for scientific purposes free of tax.....	933 gals.	561 gals.
Whisky allowed by reason of leakage and evaporation.....	32,788 "	13,323 "

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1894.	Dec. 31, 1895.
Bourbon.....	81,855 gals.	175,917 gals.
Alcohol.....	586 "	3,805 "
Gin.....	None.	None.
Pure neutral or cognie spirits.....	6,475 "	81,796 "
Whisky.....	47,806 "	63,829 "
Total.....	135,722 "	274,847 "

SPIRITS RECTIFIED OR COMPOUNDED.

1895.....	2,282,155.18 gals.	1890.....	3,153,456.98 gals.
1894.....	2,932,860.23 "	1889.....	3,257,984.13 "
1893.....	3,182,027.00 "	1888.....	2,184,546.82 "
1892.....	3,357,411.72 "	1887.....	2,109,342.16 "
1891.....	3,282,452.37 "	1886.....	2,455,687.09 "

Total number of gallons gauged in three years by U. S. Gaugers:
 1895, 5,245,688.52 gals. 1894, 5,770,544.67 gals. 1893, 4,885,070.00 gals.

Total number of wholesale liquor dealers' stamps issued on change of package:

1895.....	20,192	1894.....	19,802	1893.....	21,169
-----------	--------	-----------	--------	-----------	--------

*Ninety cents from Jan. 1 to Aug. 27, 1894; \$1.10 from Aug. 28, 1894, to Dec. 31, 1896.

NAVAL STORES.

YEAR.	Tanks	Bbbs.	Bbbs. Turpen- tine.	Pkgs. Rosin.	Com- mercial Bbbs. of 280 lbs.	Bbbs. Tar and Pitch.
1895.....	144	56	14,752	49,350	73,144	12,240
1894.....	156	1,597	17,314	57,456	82,080	8,170
1893.....	15,679	44,870	51,375	12,048
1892.....	19,890	53,738	76,947	10,213
1891.....	19,470	56,322	75,322	5,679
1890.....	15,686	48,900	68,699	5,157
1889.....	18,900	49,397	69,300	4,167
1888.....	17,622	47,052	68,250	5,516
1887.....	18,262	45,231	66,200	8,675
1886.....	18,912	33,742	72,000	5,095
1885.....	13,125	48,273	66,860	7,343
1884.....	9,846	36,357	.....	5,818
1883.....	12,286	40,010	.....	5,779
1882.....	13,994	36,882	.....	8,796
1881.....	5,045	41,717	.....	6,293
1880.....	8,076	48,148	.....	4,544

TURPENTINE.

While the figures above show the receipts to be less than last year, it does not mean that business has fallen off, as reports show that sales of turpentine increased over 500 barrels; but the deficit is caused by the fact that a large lot of turpentine was carried over from last year, which curtailed the receipts until the surplus stock was reduced. There has been more turpentine sold in St. Louis proper during 1895 than for many years past, and the price during the past year has been more uniform than in any year during the past five years.

ROSIN.

The same applies to rosin in regard to receipts, that is, a large stock was carried over from 1894, which necessitated holding back receipts until the old stock was exhausted. The rosin prices were more regular, particularly so with the lower grades, which maintained good prices during the whole year. The consumption of rosin in St. Louis and adjoining territory has been 10,000 to 12,000 barrels greater than in 1894.

PIG LEAD.

Reported by John Wahl Commission Company.

There really was no especially salient feature in the pig lead market during the year 1895, and, like its predecessor, the same denotes again low prices. The year opened with metal selling at \$2.75 to \$2.77½. At the end of the first six months there appeared on the surface improved conditions and business in point of volume, but lacking in elements of uncertainty or speculation and consequently the advance recorded during July and August to nominally \$3.35 and \$3.40 St. Louis was of short duration. Towards the end of the year we find metal again below the \$3.00 mark and the nominal close is \$2.92½ St. Louis.

A period of eighteen months has practically elapsed since the duty on lead was reduced from 2 cents to 1 cent per pound. It was greatly feared by many that the production in this country would seriously decrease; events, however, have proven the fallacy of this idea, and that in spite of the lower level of prices now ruling, which amount in round figures to 25 per cent. of the value which the metal formerly had; production has not only held its own, but has shown a tendency to increase to a very great extent. This may be due to the fact that lead is usually produced as a by-product when mining gold and silver, while the pure lead ores found in South Missouri, from all appearances, can still be reasonably profitably mined, even at the late reduced prices.

Production of lead in the United States from domestic ores of all kinds was about 170,000 short tons, showing an increase of about 9,000 tons over 1894.

The lead smelted from foreign ores and obtained from base bullion imported was about 75,000 tons.

The total production of metal was therefore about 245,000 tons, showing a large increase over the previous year. This has been chiefly due to the greater amount of foreign metal treated by our smelters.

WHITE LEAD.

St. Louis is one of the largest white lead manufacturing centers in the world, and its popular brands of Collier, Southern and Red Seal are favorably known everywhere. Probably one-third of the white lead consumed in the United States is made in this city, there being three very large factories which are kept constantly in operation. Owing to its geographical position, it is advantageously situated for the manufacture of this commodity and the distribution of the manufactured product.

Some of the factories have been located here for nearly half a century, and the brands manufactured by them are recognized throughout the country for their purity and general excellence, and are sold from the Pacific to the Atlantic coast, from Manitoba to the Gulf.

The volume of trade for 1895 was large, the amount shipped out of the city being 42,803,950 pounds, the largest ever reported.

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

YEAR.	Receipts	Shipm'ts	YEAR.	Receipts	Shipm'ts
1896.....	1,500,923	956,572	1881.....	925,408	625,266
1894.....	1,436,229	1,064,290	1880.....	764,887	495,036
1893.....	1,848,544	968,411	1879.....	817,594	408,123
1892.....	1,526,484	1,070,538	1878.....	764,857	523,964
1891.....	1,739,977	832,477	1877.....	790,028	473,281
1890.....	1,756,950	1,057,486	1876.....	668,557	404,900
1889.....	2,018,483	1,433,087	1875.....	579,202	320,668
1888.....	1,853,781	1,293,919	1874.....	479,448	218,538
1887.....	1,442,054	768,807	1873.....	356,087	216,040
1886.....	1,128,854	561,544	1872.....	285,769	62,862
1885.....	1,110,738	637,710	1871.....	229,961	50,690
1884.....	1,044,012	626,386	1870.....	237,039	62,674
1883.....	1,114,236	552,330	1869.....	228,303	57,281
1882.....	1,197,896	637,219			

SOURCES OF SUPPLY OF PIG LEAD FOR FIVE YEARS.

RECEIVED BY	1896.	1894.	1893.	1892.	1891.
Chicago & Alton R. R. (Mo. Div.).....	408,513	16,111	128,585	48,631	17,747
Missouri Pacific R. R.	289,130	309,666	300,290	596,647	729,410
St. Louis & San Francisco R. R.	202,898	224,698	354,250	346,234	379,095
Wabash Railway	83,164	233,865	103,852	112,316	9,413
St. Louis & Iron Mountain R. R.	104,422	84,498	228,536	396,225	499,347
Missouri, Kansas & Texas R. R. ....	.....	.....	.....	.....	.....
Illinois Central R. R.	400	.....	.....	.....	.....
Louisville & Nashville R. R. ....	.....	66	199	31	43
Chicago & Alton R. R. (Main Div.)....	1,012	.....	7,076	1,534	4,091
C., C. & St. Louis R. R. ....	.....	.....	.....	.....	15
Toledo, St. Louis & K. C. Railway....	592	.....	.....	240	4,477
Ohio & Mississippi R. R. ....	.....	.....	.....	.....	42
Vandalia R. R.	672	594	50	839	.....
Wabash Railway .....	.....	.....	.....	900	300
Mobile & Ohio R. R. ....	.....	.....	.....	.....	400
Chicago, Peoria & St. Louis R. R. ....	.....	43	.....	36	21
Chicago, Burlington & Quincy R. R.	600	.....	.....	.....	.....
Keokuk & St. Louis R. R. ....	.....	214,349	55,788	21,606	80,830
Upper Mississippi River boats.....	70,445	.....	.....	.....	.....
Lower Mississippi River boats.....	334,075	374,341	169,570	.....	.....
Wagons .....	.....	.....	.....	3,245	14,746
Total Pigs.....	1,500,923	1,463,229	1,348,544	1,526,484	1,739,977

SHIPMENTS OF WHITE LEAD.

POUNDS.	POUNDS.	POUNDS.
1894.....32,753,842	1888.....39,135,840	1892.....36,988,937
1896.....29,161,276	1889.....31,221,765	1893.....37,411,868
1898.....21,238,216	1890.....36,750,065	1894.....38,660,975
1887.....34,267,439	1891.....36,932,906	1895.....42,868,960

MONTHLY PRICES OF REFINED LEAD.*

	1896.	1894.	1893.	1892.
	¢ c.	¢ c.	¢ c.	¢ c.
January.....	2.75 @ 2.95	3.00 @ 3.05	3.55 @ 3.65	3.87½ @ 4.00
February.....	2.90 2.95	3.00 3.10	3.65 3.70	3.85 3.97½
March.....	2.90 2.95	3.02½ 3.25	3.65 3.80	3.90 4.00
April.....	2.85 2.90	3.15 3.25	3.80 3.95	4.00 4.15
May.....	2.85 3.10	3.10 3.20	3.52½ 3.60	4.10 4.00
June.....	2.95 3.12½	3.02½ 3.15	3.67½ 3.15	3.90 4.07½
July.....	3.05 3.20	3.10 3.30	3.40 3.05	4.10 3.90
August.....	3.25 3.37½	3.20 3.35	2.97½ 3.47½	3.90 3.95
September.....	3.05 3.15	2.92½ 3.10	3.75 3.50	3.95 3.80
October.....	3.05 3.22½	2.90 2.95	3.60 3.05	3.82½ 3.70
November.....	2.95 3.10	2.90 2.95	3.15 3.25	3.70 3.50
December.....	2.90 3.10	2.75 2.92½	3.20 3.00	3.65 3.50

*Soft Missouri and Desilverized. (Chemical Hard on East Side usually 5 cents per 100 higher.)

WOOL.

The receipts of wool for the past year show a decrease from those of 1894. The actual amount received and sold in this market during the season of 1895 was 21,593,780 pounds against 24,861,455 pounds for 1894.

Funsten Bros. & Co., wool commission merchants, of this city, report as follows:

The falling off in the receipts of wool in this market during the past season has been due to no local causes, or depreciation as a receiving and distributing market, but to the decline in sheep raising, the slaughter of sheep and lessening of the sheep industry during the past two years having been unprecedented.

Strong and combined efforts have been made to bring St. Louis forward as a wool market, and much credit is due to several leading houses here for their efforts and the money spent and energy displayed in that direction.

Notwithstanding the present depressed condition of the wool trade, and the disheartened feelings of the wool-growers, the time will come, and at no distant date, for a reaction. With a revival of this trade strenuous efforts should be made to divert it to this market. The wool clip of the United States is over 300,000,000 pounds, of this over 200,000,000 pounds are grown west of the Mississippi.

HIDES.

The traffic in hides increased largely in 1895. The receipts show a slight falling off from 1894 and 1893, but the shipments aggregated 78,039,400 pounds, by far the largest in the history of the trade, caused by the large increase in cattle slaughtered at this point. Values fluctuated greatly and in the early part of the year there was a rapid advance in prices and an unusually good demand. This condition continued until September, when there was a reaction until December, so that at the close prices were but slightly above those at the opening.

LEATHER.

Leather, of course, followed the market for hides with the same fluctuations in values in all grades.

The volume of business was large, although the receipts from abroad were slightly less than in 1894.

RECEIPTS AND SHIPMENTS FOR FIFTEEN YEARS.

YEAR.	WOOL.		HIDES.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1895	21,593,780	20,526,100	44,169,790	78,039,400
1894	24,861,455	24,430,971	46,456,970	68,543,869
1893	15,024,436	15,726,165	45,011,866	61,522,479
1892	25,850,690	27,450,379	38,412,854	47,596,204
1891	21,975,954	21,464,552	34,744,949	39,487,722
1890	20,540,503	23,226,444	28,245,828	38,838,760
1889	21,018,920	18,239,236	29,732,042	36,445,038
1888	19,626,629	21,463,998	31,814,049	40,296,581
1887	17,347,186	17,392,858	26,175,972	31,476,338
1886	18,563,614	17,825,630	19,978,698	23,407,160
1885	21,193,031	25,145,815	20,864,833	25,386,095
1884	12,391,806	17,665,858	16,305,415	21,797,724
1883	18,868,729	20,903,974	17,453,244	20,806,930
1882	16,019,836	14,845,897	22,135,538	26,744,094
1881	11,198,272	9,817,534	20,079,814	28,088,636
1880	12,387,089	10,492,524	18,436,253	24,114,529

RECEIPTS OF PELTRIES AND FURS.

BUNDLES.	BUNDLES.
1895.....	195,498
1894.....	87,058
1893.....	96,355
1892.....	101,442
1891.....	125,526
1890.....	78,838
1889.....	43,316
1888.....	45,332
1887.....	22,045
1886.....	18,889
1885.....	17,474
1884.....	15,459
1883.....	15,591
1882.....	18,089
1881.....	16,115
1880.....	12,073
1879.....	10,683
1878.....	10,439
1877.....	12,386
1876.....	14,808

RECEIPTS OF LEATHER.

ROLLS.	ROLLS.
1888.....	60,889
1889.....	73,103
1890.....	84,464
1891.....	92,335
1892.....	98,896
1893.....	103,032
1894.....	89,533
1895.....	83,588

HAY.

Reported by the St. Louis Hay Exchange.

During the first half of the year 1895 the markets west of the river were very largely dependent upon the Eastern States for supplies; during the last half the conditions were exactly reversed, owing, in each instance, to long, extensive and ruinous drouth, which seriously cut short the crop of all grain and grasses.

These conditions aided to some extent in largely increasing the volume of business handled in this market. The receipts were nearly 4,000 cars larger than during any previous year. The shipments also show a large increase. Prices have ruled comparatively high during the entire year, and everyone interested in the trade has been amazed at the large daily receipts, with liberal sales at steady, well-sustained prices. Not a little of this steadiness is due to the improved methods of handling and selling hay in this market, and has given it a widespread and favorable reputation all over the tributary country. The high range of values has been in marked contrast with the phenomenally low prices that all kinds of grain have brought in the same period, and emphasizes the fact that even an ordinary crop of hay, in both quality and quantity, shows better net results to the producer than any of the grain crops.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	Receipts.	Shipments.
	Tons.	Tons.
1895.....	195,582	69,046
1894.....	159,969	41,238
1893.....	141,238	30,095
1892.....	131,148	32,078
1891.....	141,398	38,253
1890.....	114,092	40,247
1889.....	116,346	53,522
1888.....	107,884	34,665
1887.....	85,394	23,861
1886.....	85,078	30,006
1885.....	97,975	38,826
1884.....	78,798	25,273
1883.....	82,540	22,438

Stock in store December 31st, about 7,500 tons.

RECEIPTS AND SHIPMENTS OF HAY DURING 1895.

BY	Receipts.	Shipm'ts.
Chicago & Alton R. R., Mo. Div.....	3,854	.....
Missouri Pacific R. R.....	31,845	272
St. L. & San Francisco R. R.....	24,990	1,971
Wabash R. R. (West).....	18,761	746
St. L., Kas. City & Colo. R. R.....	.....	224
Mo., Kansas & Texas R. R.....	24,173	343
St. Louis Southwestern R. R.....	1,905	185
St. L., Iron Mountain & Southern R. R.....	140	8,257
St. L., A. & T. H. R. R. (Cairo Short Line).....	2,108	3,676
Illinois Central R. R.....	275	4,731
Louisville & Nashville R. R.....	1,240	3,202
Mobile & Ohio R. R.....	1,427	4,633
Louisville, Evansville & St. Louis R. R.....	841	1,563
Baltimore & Ohio S.-W. R. R.....	3,381	4,412
Chicago & Alton R. R.....	1,415	973
Cleveland, Cin., Chi. & St. Louis R. R.....	9,043	7,558
Vandalia & Terre Haute R. R.....	6,740	7,732
Wabash R. R. (East).....	6,590	2,723
Tol., St. Louis & Kansas City R. R.....	8,930	2,565
Chicago, Peoria & St. Louis R. R.....	4,080	3,380
Chicago, Burlington & Quincy R. R.....	19,585	965
St. Louis, Keokuk & Northwestern R. R.....	22,070	.....
St. Louis, Chicago & St. Paul R. R.....	415	164
St. Louis & Eastern R. R.....	.....	.....
St. L., Belleville & Southern R. R.....	.....	51
Upper Mississippi River.....	1,216	8,720
Lower Mississippi River.....	446	
Illinois River.....	50	
Missouri River.....	67	
Ohio, Cumb. & Tenn. Rivers.....	.....	.....
Driven and Express.....	.....	.....
Total, tons.....	195,582	69,046

MONTHLY RANGE OF PRICES OF HAY DURING 1895.

MONTHS.	Choice Timothy, per ton.	Choice Prairie, per ton.
January.....	\$10.75@11.75	\$9.00@10.00
February.....	10.50@11.75	9.00@ 9.75
March.....	10.75@11.50	8.75@10.00
April.....	10.50@11.75	9.00@ 9.75
May.....	11.00@11.75	9.00@10.00
June.....	11.00@17.00	8.50@11.00
July.....	14.50@16.00	9.00@10.50
August.....	13.00@17.25	7.50@ 9.00
September.....	12.50@14.50	8.00@ 9.00
October.....	12.50@15.00	8.00@ 9.50
November.....	12.50@15.00	8.00@10.00
December.....	13.00@15.50	8.50@10.00

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks	Bulk in bu.	Barrels.	Sacks.	Bulk in bu.
1895	804,204	72,793	804,980	283,541	17,043	54,320
1894	248,830	60,737	620,500	228,404	8,628	22,960
1893	241,189	90,198	364,020	195,431	16,759	99,680
1892	290,487	48,963	478,200	230,220	33,226	248,923
1891	381,671	42,478	388,440	315,679	26,808	168,015
1890	326,189	33,840	168,030	346,691	26,578	70,020
1889	293,663	21,316	304,080	290,359	8,223	44,800
1888	330,110	24,649	254,700	253,410	22,821	137,680
1887	394,676	32,060	320,490	297,123	9,474	192,319
1886	400,358	51,952	247,180	396,487	11,658	56,324
1885	387,737	46,331	548,700	309,571	8,957	345,323
1884	436,440	58,237	496,800	313,933	13,246	228,080
1883	336,175	57,981	693,720	296,237	14,547	457,893
1882	287,426	42,750	368,290	291,188	16,519	245,071
1881	232,843	73,239	314,720	218,185	25,197	182,382
1880	313,379	61,348	333,968	239,163	21,688	.....
1879	244,968	78,345	489,788	221,965	21,691	.....
1878	271,521	178,781	.....	218,997	32,049	.....
1877	202,377	104,406	.....	184,334	25,519	.....
1876	242,153	14,850	.....	196,988	39,900	.....
1875	246,193	96,880	.....	219,102	30,381	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1895.

By	RECEIPTS SALT.			SHIPMENTS SALT.		
	Sacks	Bbls.	Bu. Bulk.	Sacks	Bbls.	Bu. Bulk.
Chicago & Alton R. R., Mo. Div.....	.....	.....	.....	.....	5,055	580
Missouri Pacific R. R.....	9,100	.....	128,560	4,327	20,734	34,720
St. Louis & San Francisco R. R.....	.....	.....	3,920	564	22,471	5,040
Wabash R. R. (West.).....	640	.....	2,240	3,220	46,080	2,800
St. Louis, Kansas City & Colorado R. R.....	.....	.....	.....	.....	389	.....
Mo., Kansas & Texas R. R.....	35	.....	.....	1,500	57,605	580
St. Louis Southwestern R. R.....	.....	.....	.....	.....	355	5,561
St. L., Iron Mountain & Southern R. R.....	950	.....	560	648	36,482	1,130
St. L., A. & T. H. R. R. (Cairo Short Line.)..	.....	100	2,800	530	37,875	580
Illinois Central R. R.....	1,075	.....	7,280	20	23,280	.....
Louisville & Nashville R. R.....	850	85	.....	.....	1,950	.....
Mobile & Ohio R. R.....	1,200	.....	2,800	917	15,634	.....
Louisville, Evansville & St. Louis R. R.....	350	.....	.....	200	1,832	.....
Baltimore & Ohio S.-W. R. R.....	.....	5,775	16,240	.....	1,394	.....
Chicago & Alton R. R.....	115	395	.....	.....	40	.....
Cleveland, Cincinnati, Chicago & St. L. R. R	6,050	72,774	146,160	.....	389	.....
Vandalia & Terre Haute R. R.....	1,588	89,830	185,100	.....	321	3,360
Wabash R. R. (East.).....	100	101,800	26,880	.....	151	.....
Toledo, St. Louis & Kansas City R. R.....	50,740	83,545	234,440	.....	.....	.....
Chicago, Peoria & St. Louis R. R.....	.....	.....	.....	.....	25	.....
Chicago, Burlington & Quincy R. R.....	.....	.....	.....	950	350	.....
St. Louis, Keokuk & Northwestern R. R.....	.....	.....	.....	2,905	494	5,040
St. Louis, Chicago & St. Paul R. R.....	.....	800	.....	.....	252	.....
St. Louis & Eastern R. R.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.....	.....	.....	.....	.....	500	580
Upper Mississippi River.....	.....	.....	.....	.....	.....	.....
Lower Mississippi River.....	.....	100	.....	.....	.....	.....
Illinois River.....	.....	.....	.....	526	23,930	.....
Missouri River.....	.....	.....	.....	.....	.....	.....
Ohio, Cumberland & Tennessee Rivers.....	.....	.....	.....	.....	.....	.....
Driven and Exports.....	.....	.....	.....	.....	.....	.....
Total	72,793	804,204	804,980	17,043	283,541	54,320

BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans. Sacks.	Castor Beans. in Bulk. Bush.	White Beans. Sks & Bls
1895	17,873	18,150	64,761	.....	500	75,977
1894	2,281	21,450	37,574	.....	.....	89,216
1893	1,270	28,600	62,316	.....	.....	73,327
1892	4,889	26,950	47,138	.....	1,283	77,990
1891	6,246	153,950	46,840	.....	23,221	78,294
1890	2,200	160,600	58,698	.....	19,000	80,182
1889	3,850	119,900	38,222	.....	865	87,122
1888	4,875	106,500	37,524	.....	3,536	97,163
1887	5,786	149,000	71,978	.....	4,690	66,900
1886	23,345	217,500	45,420	.....	500	56,239
1885	16,592	53,000	37,178	.....	500	56,645
1884	3,969	44,000	28,766	.....	703	33,171
1883	4,542	102,500	39,592	.....	922	40,661
1882	6,435	264,250	24,134	.....	685	66,004
1881	13,384	174,000	49,847	.....	21,141	51,518
1880	9,067	285,000	25,363	.....	9,135	22,500
1879	5,619	499,650	24,003	.....	1,838	48,064
1878	18,876	239,500	14,846	.....	2,907	23,435
1877	79,123	.....	17,074	.....	25,574	.....
1876	69,183	.....	13,033	.....	23,723	.....
1875	109,199	.....	17,385	.....	36,509	.....

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1895.

Small lots sold 5 @ 10 cents less.

January.....	\$1 25@1 35	July.....	\$1 25@
February.....	1 25	August.....	1 25
March.....	1 25	September.....	1 25
April.....	1 25	October.....	1 25
May.....	1 25	November.....	1 25
June.....	1 25	December.....	1 25

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-TWO YEARS.

YEARS.	POTATOES.						ONIONS.					
	RECEIPTS.			SHIPMENTS.			RECEIPTS.			SHIP'TS.		
	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Sacks and Bbls.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.
1895	445,407	1,133,150	2,469,371	400,747	826,724	2,028,965	71,635	190,500	70,310	.....	.....	.....
1894	165,674	895,500	1,392,522	348,521	299,490	1,345,053	58,603	156,000	94,793	.....	.....	.....
1893	133,688	1,243,250	1,643,314	346,107	457,246	1,495,567	87,105	141,150	118,137	.....	.....	.....
1892	134,247	1,283,900	1,686,641	343,795	458,173	1,489,558	99,418	138,500	145,120	.....	.....	.....
1891	138,329	1,417,150	1,832,137	262,631	539,551	1,327,444	67,728	250,000	130,824	.....	.....	.....
1890	121,773	1,111,600	1,476,919	333,767	377,178	1,372,479	53,613	106,500	87,467	.....	.....	.....
1889	98,373	697,800	992,919	453,446	731,901	2,092,239	65,482	125,500	19,236	.....	.....	.....
1888	170,781	707,150	1,219,493	396,083	234,537	1,422,786	93,874	77,400	99,579	.....	.....	.....
1887	167,412	799,400	1,301,636	372,405	194,403	1,311,618	70,407	51,000	99,762	.....	.....	.....
1886	113,700	471,850	812,950	539,633	180,645	1,789,544	33,732	134,500	73,602	.....	.....	.....
1885	109,786	691,750	1,021,108	545,312	123,007	1,758,943	89,143	48,450	73,612	.....	.....	.....
1884	158,857	700,275	1,176,846	274,112	128,009	1,020,345	103,261	45,100	73,327	.....	.....	.....
1883	206,397	859,700	1,478,891	322,940	97,877	1,066,697	75,158	71,500	95,645	.....	.....	.....
1882	194,639	754,540	1,338,367	330,121	152,181	1,142,544	63,937	77,000	71,313	.....	.....	.....
1881	190,312	807,818	1,378,754	219,644	44,129	702,061	57,678	25,000	48,710	.....	.....	.....
1880	142,424	374,150	801,422	250,465	84,984	836,379	72,571	.....	45,427	.....	.....	.....
1879	155,499	496,550	963,047	239,914	31,121	750,863	60,866	.....	42,635	.....	.....	.....
1878	108,575	276,950	548,388	154,079	161,159	546,356	66,238	.....	39,021	.....	.....	.....
1877	134,003	418,900	753,907	190,842	.....	477,105	63,236	.....	43,217	.....	.....	.....
1876	117,050	331,800	624,425	167,094	.....	417,735	53,269	.....	34,148	.....	.....	.....
1875	169,864	444,340	996,500	223,845	.....	559,610	46,320	.....	32,882	.....	.....	.....
1874	173,281	444,832	878,062	134,965	.....	337,408	38,513	.....	26,550	.....	.....	.....

No account is taken of potatoes hauled in wagons, which would probably swell the receipts one-half.

DRIED FRUITS.

From the "Interstate Grocer."

Early in the year, trade in domestic dried fruits was very quiet, as dealers were then confined to the crop of 1894, which was practically a failure in the section tributary to this market. Supplies were so small that dealers had to turn to California and foreign dried fruits, or do almost nothing. The new crop, therefore, opened with very small supplies on hand, as there were no stocks carried through the summer. The crop of apples raised in 1895 in this section was, however, one of the largest ever produced, and in the last four months of 1895 conditions in general were just the opposite to what they had been early in the year. Green apples were sold in the orchards as low as 5 to 10 cents per bushel—in fact, they got so cheap that it was thought that more fruit was left on the ground to rot than was saved. The result was that supplies of dried fruits increased so rapidly when the crop began to move that the price went below the cost of production and had a very discouraging effect upon the drying interests. The fact that fresh fruits were so abundant and cheap in all sections of the country also detracted attention from the dried article and cut down the consumption. There has been, however, a very fair trade, both in the North and South, since cold weather set in. The lower prices also started up a big export trade in sun-dried apples, most of which was with Germany, but some going to France and England. Some chopped apples also sold for export. A good trade, domestic and foreign, was reported in cores and skins, which are used altogether in the manufacture of jelly, and supplies proved rather short. Practically nothing was done in peaches, as they have been replaced by California peaches and apricots.

CALIFORNIA DRIED FRUITS.

The year on California dried fruits opened on a declining and demoralized market. The trade had bought heavily of the 1894 crop and ran along in the hopes of larger demand and better prices. The hopes were not realized, however, as inquiry for goods, instead of increasing, decreased, and as the summer months approached all had big stocks on hand. Sooner than dispose of their holdings at a sacrifice, a great amount went into cold storage. When the 1895 crop made its appearance, it had these carried-over stocks to compete with, and as a consequence the level of values has been exceptionally low. Apricots, on account of a short crop, is about the only article in the line that has held up in price. Pears also were a short crop. Consumption of this fruit steadily increases year by year as the general public becomes acquainted with its delicious and appetizing flavor.

RECEIPTS AND SHIPMENTS OF DRIED FRUITS.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS. Sks. and Bbls.
1895.....	150,908	182,363
1894.....	99,405	219,062
1893.....	155,015	200,338
1892.....	150,766	218,485
1891.....	128,932	182,997
1890.....	150,917	212,330
1889.....	125,733	216,801

SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS.	1895.			1894.			1893.			1892.		
	Sks.	Bush.	Tns.	Sks.	Bush.	Tns.	Sks.	Bush.	Tns.	Sks.	Bush.	Tns.
Flax.....	3,048	477,150	.....	1,847	421,850	.....	1,046	369,600	.....	6,714	750,500	.....
Other.....	47,969	.....	.....	59,674	.....	.....	46,802	.....	.....	56,496	.....	.....
Cotton.....	.....	.....	2,413	.....	.....	3,993	.....	.....	90	.....	.....	3,435

Shipment of Flaxseed for 1886, 3,165 sacks and 50,163 bushels.
 Shipment of Flaxseed for 1887, 4,085 sacks and 83,758 bushels.
 Shipment of Flaxseed for 1888, 6,154 sacks and 46,976 bushels.
 Shipment of Flaxseed for 1889, 2,626 sacks and 340,288 bushels.
 Shipment of Flaxseed for 1890, 518 sacks and 700,160 bushels.
 Shipment of Flaxseed for 1891, 712 sacks and 120,011 bushels.
 Shipment of Flaxseed for 1892, sacks and 161,248 bushels.
 Shipment of Flaxseed for 1893, sacks and 155,557 bushels.
 Shipment of Flaxseed for 1894, sacks and 225,205 bushels.
 Shipment of Flaxseed for 1895, sacks and 225,845 bushels.

St. Louis is a prominent market for flaxseed, a large proportion of the crop of the West being consumed in our mills. In the line of grass seeds, while this is not as prominent a market as some others, a large amount of seed is received here.

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 3 cents less) for three years.

	1895.		1894.		1893.	
January	\$1.25	@ 1.40	\$1.12	@ 1.32	\$1.08	@ 1.14
February	1.36	1.38	1.35	1.35	1.14	1.21½
March	1.36	1.37	1.28	1.36	1.21	1.14½
April	1.35	1.40	1.15	1.30	1.14	1.07
May	1.41	.....	1.18	1.25	1.07	1.00
June	1.23	1.40	1.12	1.15½	1.00	nom.
July	1.18	1.25	1.14	1.22	1.05	1.00
August .....	.96	1.16	1.19	1.25	.80	.95
September .....	.86½	.95	1.20	1.46	.92	1.03
October .....	.87	.94½	1.40	1.44	1.02½	.98
November .....	.86	.88	1.37½	1.40	.99	1.09
December .....	.87	.90	1.38	1.40	1.15	1.23

GREEN APPLES.

RECEIPTS AND SHIPMENTS FOR SEVEN YEARS.

RECEIPTS—BBLs.							SHIPMENTS—BBLs.						
1895.	1894.	1893.	1892.	1891.	1890.	1889.	1895.	1894.	1893.	1892.	1891.	1890.	1889.
439,651	359,961	157,476	157,476	202,853	500,460	290,266	366,472	217,874	68,844	128,655	96,478	454,111	318,890

Large quantities of apples are brought in by wagons, of which no data can be obtained.

CHEESE, BUTTER AND EGGS.

From the "Interstate Grocer."

CHEESE.

The annual estimate of the visible stocks on January 1, 1896, in the principal distributing points of the world aggregate 123,000 boxes more than on January 1, 1895, but the party making up the figures states that Canada last year erroneously reported a stock of only 200,000 boxes, while there were actually 400,000 boxes in stock at the time—this year the Canadian stock is placed at 350,000 boxes. Besides, there were many more small cheeses made last year and the aggregate in pounds is therefore much less than the previous year. Stocks in the West are certainly much smaller and it is generally thought that the supply will be limited towards the end of the season. Receipts at St. Louis were 472,953 boxes—an increase over any former year.

BUTTER.

There was more butter consumed in St. Louis during 1895 than ever before, as the receipts showed another substantial increase and were the largest on record, while the shipments were a little less than the year before. The stringent laws adopted by the State Legislature at its last session has reduced the sale of oleomargarine largely, as it must be plainly labeled and cannot be sold as Butterine, Jersey Roll or other elusive names. One notable feature in the business was the revival of dairying in this section, and the establishments in this immediate neighborhood produced a very superior article, which met with much favor by the trade.

EGGS.

St. Louis is steadily gaining in importance as a market for eggs, as both the receipts and shipments of 1895 show a further substantial increase of business over that of preceding years. There were not only more eggs consumed here than ever before, but the eastern trade has also been enlarged, as the brands of eggs packed for shipment by St. Louis dealers bear an excellent reputation throughout the country. The increase in business was due to the enlargement of the cold storage facilities of this city, several plants having been put into operation last summer for the almost exclusive use of storing eggs.

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1895.

BY	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipm'ts, pounds.	Receipts, boxes.	Shipm'ts, boxes.
Chicago & Alton, Mo. Div.....	89,990	2,000	.....	4,174
Missouri Pacific R. R.....	3,631,960	11,460	230	9,405
St. Louis & San Francisco R. R.....	91,470	99,980	105	12,503
Wabash R. R. (West).....	268,660	89,385	870	7,759
St. L., Kansas City & Colo. R. R.....	.....	.....	.....	.....
Mo., Kansas City & Texas R. R.....	5,180	10,120	129	3,845
St. Louis Southwestern R. R.....	20	54,930	6	13,275
St. L., Iron Moun. & Southern R. R.....	14,490	1,069,875	420	75,506
St. Louis, A. & T. H. R. R. (Cairo Short Line).....	152,360	117,170	347	14,856
Illinois Central R. R.....	.....	612,260	125	5,227
Louisville & Nashville R. R.....	18,210	102,165	45	891
Mobile & Ohio R. R.....	133,580	34,160	150	23,549
Louisville, Evansville & St. L. R. R.....	13,590	1,760	305	834
Baltimore & Ohio S.-W. R. R.....	3,900	36,760	.....	2,031
Chicago & Alton R. R.....	650,180	14,060	2,468	155
Cleveland, Cin., Chi. & St. Louis R. R.....	.....	48,890	2,543	892
Vandalia & Terre Haute R. R.....	1,111,835	27,125	5,541	1,370
Wabash R. R. (East).....	7,156,720	2,727,155	459,419	1,628
Tol., St. Louis & Kas. City R. R.....	.....	.....	35	.....
Chicago, Peoria & St. Louis R. R.....	900	.....	140	23
Chi., Burlington & Quincy R. R.....	867,400	.....	50	20
St. L., Keokuk & Northwestern R. R.....	267,990	.....	25	213
St. Louis, Chicago & St. Paul R. R.....	420	.....	.....	536
St. Louis & Eastern R. R.....	.....	1,800	.....	140
St. L., Belleville & Southern R. R.....	.....	.....	.....	.....
Upper Mississippi River.....	2,900	.....	.....	.....
Lower Mississippi River.....	127,500	.....	.....	.....
Illinois River.....	200	.....	.....	.....
Missouri River.....	3,350	.....	.....	.....
Ohio, Cumb. & Tennessee Rivers.....	100	.....	.....	.....
Driven and Express.....	1,148,580	.....	.....	.....
Total, 1895.....lbs.	15,812,095	5,086,550	172,953	185,193
Total, 1894.....lbs.	14,138,544	5,135,055	437,618	192,567
Total, 1893.....lbs.	12,575,298	4,895,303	353,230	160,188
Total, 1892.....lbs.	13,401,783	4,964,160	224,661	212,687
Total, 1891.....lbs.	13,791,258	6,975,776	188,265	165,925
Total, 1890.....lbs.	13,661,924	4,446,799	180,495	109,065
Total, 1889.....lbs.	12,822,101	4,623,378	185,414	138,899
Total, 1888.....lbs.	11,109,733	3,375,586	139,014	145,856
Total, 1887.....lbs.	9,234,043	2,221,570	109,767	106,204
Total, 1886.....lbs.	8,605,230	2,557,238	128,882	99,881

RECEIPTS AND SHIPMENTS OF EGGS.

	Receipts.	Shipments.
1895, Packages.....	654,933	413,014
1894, Packages.....	598,773	317,223
1893, Packages.....	562,359	292,165
1892, Packages.....	469,216	174,041
1891, Packages.....	501,313	271,718

CANDIES.

St. Louis is one of the greatest candy markets in the United States. There are at present in operation seven large manufactories, employing on the average altogether about 800 hands, and paying in wages \$250,000 per annum. The yearly output has been estimated at 30,000,000 pounds, valued at \$2,500,000.

The trade extends over a territory comprising from thirty to thirty-five States, east to New York and the Atlantic coast States, north to the British line, south to the Gulf, and west to California and Oregon.

The long existing prejudice of Eastern buyers against making purchases West, in this line as well as in others, has, by the energy and genius of our manufacturers, been entirely overcome, and the trade with Eastern jobbers has become one of the most important branches of the business.

There are in St. Louis some of the most expensive and complete machinery plants for the manufacture of candy that can be found anywhere in this country. Every new device that promises success is eagerly taken up. St. Louis and progress have become synonymous terms among confectioners in the United States. West of the Alleghenies St. Louis is viewed as the standard.

During 1895 the confectioners of St. Louis have maintained their reputation for high quality of goods and generally the trade has shown a gain over 1894 in volume, and the indications are for a fairly prosperous season during 1896.

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES

FOR 1895.

ARTICLES.	RECEIPTS.	SHIPMENTS
Ale and Beer, packages.....		3,182,179
Barbed Wire, pounds.....	22,004,800	57,554,500
Beef, barrels and tierces.....		985
Fresh Beef, pounds.....	42,895,470	238,966,600
Canned Beef, pounds.....		5,648,770
Boots and Shoes, cases.....	875,931	686,391
Cordage and Rope, coils.....	134,605	
Cement, sacks.....	639,344	
Cement, barrels.....	274,993	
Cotton Seed Meal, tons.....	17,076	20,394
Cranberries, barrels.....	10,590	
Candles, boxes.....		139,710
Eggs, packages.....	654,928	413,014
Fish, packages.....	89,101	
Fertilizer, tons.....		38,994
Hops, bales.....	7,848	
Iron and Steel, tons.....	142,023	
Leather, rolls.....	83,588	
Malt, sacks.....	24,064	176,396
Nails, kegs.....	428,042	492,733
Oils, barrels.....	45158	
Oils, tanks.....	8,495	
Oil Cake, tons.....		90
Oranges and Lemons, packages.....	364,973	
Ore, Iron, tons.....	52,387	5,202
Ore, Zinc, tons.....	37,496	32,435
Pig Iron, tons.....	128,464	65,651
Railroad Iron, tons.....	49,694	
Staves, M.....	73	
Staves, cars.....	5,223	
Soap, boxes.....		664,975
Tallow, pounds.....	14,036,070	6,312,700
Tin, boxes.....	79,572	
Wines and Liquors, barrels.....	19,651	
Wines and Liquors, boxes and cases.....	28,864	
Zinc and Spelter, slabs.....		1,325,539

MONTHLY RECEIPTS FOR 1895.

DATE—1895.	Apples, Bbls.	Bagging, Pcs.	Barley.		Butter, Pounds.	Beans, Sacks and Barrels.	Barbed Wire Pounds.	Fresh Beef, Pounds.	Boots and Shoes, Cases.
			Sacks.	Bushels.					
January	13,620	44	.....	269,500	1,231,390	5,324	803,800	3,316,800	81,685
February	9,495	156	.....	173,250	1,215,010	13,153	1,101,300	4,603,600	69,791
March	8,206	117	.....	78,000	1,325,245	11,255	2,400,800	5,764,100	59,876
April	3,932	75	.....	72,750	1,225,705	5,328	3,860,900	4,970,100	51,935
May	7	60	9	15,000	1,224,085	1,677	2,353,000	5,610,400	74,799
June	1,006	426	.....	.....	1,665,520	2,835	3,160,800	5,414,700	97,771
July	14,334	135	60	750	1,697,650	1,668	2,214,900	2,862,800	96,406
August	20,434	298	325	.....	1,518,605	2,051	879,700	2,533,100	83,354
September	33,607	385	467	6,750	1,231,605	2,040	976,000	2,800,270	59,711
October	183,275	39	1,046	619,650	1,200,940	5,656	1,149,500	2,345,200	54,109
November	130,930	770	543	417,750	1,155,570	10,537	1,280,800	1,464,900	50,098
December	20,805	515	111	444,750	1,120,770	3,235	1,824,500	1,209,700	87,396
Totals	439,651	3,020	2,561	2,098,150	15,812,095	64,761	22,004,800	42,895,470	875,931
By Railroad	318,879	3,020	1,308	2,098,150	14,529,365	62,777	22,004,800	42,895,470	875,973
By River	119,772	.....	1,253	.....	134,050	1,084	.....	.....	58
By Express .....	.....	.....	.....	.....	1,148,680	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1895.—CONTINUED.

Date—1895.	BEAN & SHIPSTUFF		CORDAGE AND ROPE.	CATTLE Head.	CASTOR BEANS.		ORIENT.		CHENG.	COFFE.
	Sacks.	Cars In Bulk.	Colls.		Sacks.	Bu. Bulk.	Sacks.	Barrels.	Boxes.	Sacks.
January	12,380	19	6,538	80,354	6,921	.....	24,370	3,610	37,159	23,780
February	13,260	7	20,297	59,261	2,605	550	9,610	2,370	33,733	19,875
March	27,015	16	10,321	53,842	2,710	.....	47,465	31,445	40,307	26,500
April	24,975	5	13,004	54,591	2,759	1,100	64,885	26,915	38,637	16,610
May	17,298	14	15,701	77,591	.....	.....	64,280	27,815	37,264	18,625
June	18,880	16	19,453	71,811	.....	.....	60,695	40,033	39,289	19,287
July	24,180	12	9,655	79,771	.....	.....	64,800	32,960	38,745	22,970
August	65,185	23	6,820	79,056	840	.....	63,809	19,445	39,657	17,853
September	58,590	47	7,791	81,659	.....	550	63,250	24,920	37,646	23,334
October	71,200	32	11,385	83,434	549	12,650	77,625	28,555	43,350	23,220
November	56,490	32	9,935	66,146	679	2,200	67,215	18,335	38,331	21,570
December	45,410	44	3,705	63,759	810	1,100	41,340	17,790	48,335	25,765
Totals	434,863	267	134,605	851,275	17,873	18,150	640,344	274,993	472,953	259,289
By Railroad.....	431,270	267	134,365	825,590	17,804	18,150	649,344	164,735	472,953	258,929
By River.....	3,593	.....	240	13,871	69	.....	.....	110,258	.....	360
Driven.....	.....	.....	.....	11,814	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1895.—CONTINUED.

Date—1895.	CORN.		CORN MEAL. Barrels.	COTTON.		COTTON SEED. Tons.	COTTON SEED MEAL Tons.	CHAMBER- LINS. Packages.	COKE. Tons.	DRYED FRUIT. Packages.
	Sacks.	Bushels.		Bales Local.	Bales Through.					
January	6,894	1,236,200	2,005	10,380	77,726	210	3,117	.....	7,925	6,595
February	7,042	772,800	1,080	4,473	59,658	15	2,475	40	9,135	14,865
March	33,772	557,400	3,540	7,390	68,285	13	5,320	308	12,400	22,546
April	34,370	212,200	1,050	3,941	38,757	.....	3,802	50	9,342	6,526
May	39,134	431,000	1,645	1,557	14,421	.....	810	.....	7,395	408
June	31,016	207,600	5,015	808	7,812	.....	647	.....	10,090	165
July	10,394	306,600	1,605	648	5,501	.....	165	.....	11,445	2,220
August	35,012	654,100	3,165	135	1,446	.....	20	.....	10,982	7,957
September	29,108	639,000	4,600	1,072	11,753	.....	60	806	12,367	17,613
October	7,524	299,300	7,885	25,162	101,009	795	100	873	19,235	29,857
November	19,768	787,500	3,740	27,686	110,862	840	312	4,536	16,670	26,099
December	6,122	1,425,200	930	19,581	99,785	540	248	3,977	16,320	16,057
By Wagon .....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
Totals	260,156	8,128,900	36,260	102,831	596,965	2,413	17,076	10,590	143,106	150,908
By Railroad.....	79,730	7,460,600	36,165	96,644	596,965	2,413	17,064	10,590	143,106	143,013
By River	180,426	68,800	95	6,189	.....	.....	12	.....	.....	7,885
By Wagon.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1895.—CONTINUED.

Date—1895.	EGGS. Packages.	FLAX SEED.		FISH. Packages.	FLOUR. Barrels.	GREASE. Pounds.	GLUCOSE. Barrels.	HIGH WINES AND WHISKEY. Barrels.	HAY. Tons.
		Sacks.	Bu. Bulk.						
January	33,507	70	.....	12,283	69,210	183,100	2,690	7,060	13,745
February	22,761	.....	.....	4,683	59,980	364,200	4,130	6,237	11,265
March	139,980	.....	.....	6,396	102,230	265,680	8,605	7,650	10,615
April	127,147	70	550	887	95,385	217,330	5,905	6,256	9,775
May	81,269	48	1,100	3,121	87,607	217,200	3,985	5,430	10,741
June	55,030	200	.....	1,941	67,386	603,800	5,570	6,208	12,631
July	50,470	.....	36,200	4,958	61,445	196,760	4,090	6,290	11,052
August	36,555	1,101	217,550	9,712	79,216	225,700	2,615	6,603	19,590
September	29,809	296	73,700	10,973	79,610	212,500	3,450	6,752	23,898
October	36,274	383	62,150	13,030	123,695	676,500	7,925	8,410	28,337
November	29,020	10	51,700	16,545	83,890	631,800	6,350	9,730	17,793
December	23,066	870	35,200	4,570	103,690	412,000	4,785	10,430	26,140
Totals	654,938	3,048	477,150	89,101	1,013,344	4,206,570	60,100	86,054	195,582
By Railroad	449,693	3,048	477,150	89,101	919,497	4,175,770	59,145	86,054	193,803
By River	34,495	.....	.....	.....	93,847	30,800	955	.....	1,779
By Express	170,750	.....	.....	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1885.—CONTINUED.

DATE—1885.	HORSES AND MULES. Head.	HIDES. Pounds.	HOGS. Head.	HOPES. Bales.	IRON AND STEEL. Tons.	JUTE. Bales.	LARD. Pounds.	LEAD. Pigs.
January	5,911	5,348,480	167,347	1,515	9,037	273	2,351,100	74,642
February	4,925	3,710,150	126,788	805	9,693	.....	2,814,500	108,983
March	5,423	5,609,590	115,949	286	15,605	328	2,854,200	168,456
April	4,861	5,049,950	115,668	151	13,388	1,545	2,456,700	130,900
May	3,189	3,464,140	144,811	154	13,023	.....	1,362,300	140,286
June	2,726	2,979,990	93,234	84	14,118	.....	3,729,100	119,446
July	3,273	3,603,620	79,189	164	11,881	.....	1,974,300	134,731
August	3,129	3,179,790	79,507	.....	14,428	.....	1,094,700	130,141
September	6,407	2,225,730	84,761	6	10,020	.....	1,759,200	55,340
October	10,972	3,036,330	148,828	617	11,238	.....	2,301,000	142,508
November	14,025	2,837,430	136,296	1,435	10,127	5,616	2,381,200	82,565
December	12,979	3,124,610	147,964	2,631	9,463	.....	1,860,800	212,925
.....
Totals	77,820	44,169,790	1,440,342	7,848	142,023	7,762	26,939,100	1,500,923
By Railroad	74,694	43,489,770	1,350,739	7,848	141,151	7,762	26,917,800	1,166,848
By River	1,891	740,020	72,273	.....	872	.....	21,300	334,075
Driven	1,235	.....	17,330	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1895.—CONTINUED.

DATE—1895.	LEATHER. Rolls.	LUMBER. Cords.	MALT. Sacks.	MDSZ. AND SUNDRIES		MOLASSES.		RAILS. Kgs.	OATS.	
				Packages.	Cords.	Bbls.	Kgs.		Sacks.	Bushels.
January	8,687	3,026	2,160	571,150	7,995	3,870	31,785	140	556,600	
February	5,254	3,373	480	555,300	7,339	1,787	31,790	43	419,100	
March	6,930	4,585	1,275	727,510	9,926	2,020	43,800	604	534,600	
April	8,509	5,578	505	702,885	11,862	1,616	51,400	1,830	637,800	
May	7,664	5,945	1,525	718,055	12,118	2,035	69,870	7,506	693,000	
June	8,865	5,453	2,789	693,690	12,601	883	47,985	5,920	600,600	
July	6,611	5,371	500	693,650	13,300	1,004	18,260	6,492	628,100	
August	9,796	5,455	905	723,008	12,541	796	26,007	4,100	1,156,100	
September	4,919	5,074	3,210	687,870	12,447	841	39,560	2,073	1,485,000	
October	5,080	5,305	3,100	736,960	13,109	1,021	28,990	738	1,846,900	
November	4,701	4,679	4,435	660,060	11,810	2,937	18,955	810	759,000	
December	6,572	4,777	3,200	636,990	9,851	2,387	13,840	316	676,400	
Totals	83,588	58,621	24,064	8,107,178	134,899	21,197	428,042	30,572	10,313,300	
By Railroad	82,906	58,621	24,064	7,719,890	132,792	16,690	428,042	18,994	10,013,300	
By River	682			387,288	2,107	4,507		21,578		
By Wagon										300,000

MONTHLY RECEIPTS FOR 1895.—CONTINUED.

Date.—1895.	OAT MEAL. Barrels.	OILS.		ONTONE.		ORANGES & LEMONS. Bxs. & Bbls.	ORE.		Pig Iron, Tons.
		Barrels.	Tanks.	Sacks and Barrels.	Bu. Bulk.		Iron, tons.	Zinc, tons.	
January	135	4,112	780	5,342	14,500	50,458	1,095	2,564	10,804
February	467	4,010	558	2,224	17,500	36,162	1,305	3,384	8,724
March	981	3,990	713	6,065	12,500	88,446	1,632	3,661	5,705
April	180	3,672	799	2,378	2,500	32,620	1,797	3,909	8,76
May	142	3,480	491	5,768	500	36,465	1,256	3,023	14,316
June	578	4,379	578	7,040	1,000	27,362	5,734	3,604	10,572
July	420	3,260	597	4,568	1,500	13,060	4,782	3,285	11,082
August	185	3,296	613	15,181	4,500	8,277	6,367	3,554	15,210
September	2,620	3,129	667	12,747	21,500	4,533	6,637	1,749	11,679
October	1,605	3,715	870	5,707	70,000	6,500	6,571	3,747	11,039
November	2,965	4,270	752	2,562	34,500	10,675	7,276	3,122	10,207
December	710	3,845	1,077	2,053	10,000	50,225	7,935	1,894	10,358
Totals	10,988	45,158	8,495	71,635	190,500	364,973	52,387	37,496	128,464
By Railroad	10,725	45,143	8,495	48,935	190,500	364,973	52,387	37,436	123,865
By River	263	15	.....	23,600	.....	.....	.....	60	4,599

MONTHLY RECEIPTS FOR 1895. — CONTINUED.

Date—1895.	PILGRIMS. & FURS. Packages. Barrels.	PORK PRODUCT.				POTATOES.		EYE.	
		B'd Pork.	Hams, lbs.	Meats, lbs.	Sks. & Bbls.	Bushels.	Sacks.	Bushels.	
January	17,272	27	2,032,300	8,032,000	17,610	90,450	20	6,300	
February	17,913	.....	1,013,500	7,860,500	34,147	42,300	.....	13,300	
March	3,776	1,035	969,700	14,802,400	35,467	150,300	10	15,400	
April	9,003	700	2,074,400	18,636,300	46,380	48,600	142	5,600	
May	674	180	1,319,100	15,364,000	30,575	45,450	530	2,100	
June	9,055	415	1,339,200	16,402,400	136,288	206,100	247	700	
July	10,387	305	902,400	15,822,800	92,495	81,000	1,202	7,700	
August	3,221	160	486,700	13,239,200	12,086	24,750	2,499	11,200	
September	29,753	100	1,189,000	19,797,400	9,027	61,650	698	7,700	
October	52,919	43	1,710,200	17,882,800	13,579	150,300	744	65,800	
November	7,776	.....	637,800	13,207,900	11,940	118,850	495	51,800	
December	33,847	.....	596,000	12,578,200	5,813	113,400	.....	23,400	
Totals	195,498	2,965	14,270,300	173,425,900	445,407	1,133,150	6,587	210,000	
By Railroad	194,140	2,922	14,260,300	173,300,800	368,820	1,138,150	1,590	210,000	
By River	1,358	43	10,000	125,100	76,687	5,000	4,997	.....

MONTHLY RECEIPTS FOR 1885.—CONTINUED.

DATE—1885.	RICE. Packages.	ROBIN. Barrels.	R. R. IRON. Tons.	SALT.			SEEDS. Sacks and Barrels.	SHEEP. Head.	STAYES.	
				Sacks.	Barrels.	Bu. in Bulk.			M.	Oars.
January	6,160	4,749	867	2,220	7,890	94,640	959	31,104	.....	406
February	6,536	1,929	1,676	2,870	13,700	30,800	1,144	28,408	.....	335
March	5,324	3,025	5,547	4,733	18,805	40,890	5,778	25,388	.....	426
April	10,498	3,342	5,171	7,260	16,195	53,200	3,339	61,131	.....	511
May	6,809	2,891	5,022	2,650	16,835	35,280	2,712	90,110	.....	484
June	8,073	4,675	2,438	9,395	24,805	41,440	918	63,501	.....	382
July	8,367	4,087	5,637	11,786	22,640	49,280	657	41,305	.....	388
August	4,797	5,587	1,379	5,950	38,795	132,380	5,834	48,073	.....	417
September	4,217	4,711	2,771	4,290	35,054	94,080	11,150	36,558	.....	489
October	14,709	5,688	4,394	6,015	40,045	44,240	6,830	40,131	.....	573
November	10,037	4,860	6,160	9,295	30,890	77,280	3,826	23,126	.....	442
December	7,512	3,806	8,632	6,335	38,550	111,480	4,812	21,830	.....	370
Totals	93,039	49,350	49,694	72,793	304,204	804,980	47,959	510,660	73	5,223
By Railroad	89,036	49,260	43,529	72,793	304,104	804,980	43,630	474,796	.....	5,223
By River	4,003	90	5,865	.....	100	.....	4,329	19,980	73	.....
Driven .....	.....	.....	.....	.....	.....	.....	.....	15,884	.....	.....

MONTHLY RECEIPTS FOR 1895.—CONTINUED.

Date—1895.	SUGAR.			TALLOW. Pounds.	TAR AND PITCH. Barrels.	TOBACCO.		
	Hogsheads.	Barrels.	Bags.			Hogsheads.	Packages. Leaf.	Manufacturer's Pounds.
January	822	44,830	69,255	1,232,400	1,405	6,103	869	1,424,530
February	130	34,695	33,885	1,145,000	1,860	4,719	915	1,142,950
March	337	26,037	29,065	1,489,600	2,176	6,329	883	1,410,370
April	82	21,035	14,850	852,000	1,111	5,914	1,175	1,264,420
May .....	.....	49,835	37,458	829,200	573	3,573	817	1,349,210
June .....	.....	23,350	23,385	1,001,400	575	4,358	520	1,542,740
July	26	35,715	22,395	723,500	256	3,895	473	1,671,300
August .....	.....	35,171	24,104	1,128,770	658	3,609	462	1,657,040
September .....	.....	30,155	20,270	1,072,100	435	3,119	1,253	1,711,270
October	8	30,470	18,605	2,126,000	919	2,197	1,113	2,095,500
November	529	30,430	15,605	1,048,500	768	2,620	606	1,961,800
December	1,193	57,980	42,975	1,387,600	1,404	2,206	392	1,237,200
Totals	3,127	419,703	351,842	14,036,070	12,240	48,642	9,478	18,468,330
By Railroad	3,077	349,535	289,889	13,647,250	11,953	48,639	9,437	18,435,590
By River	50	70,168	61,953	388,820	287	3	41	32,740

MONTHLY RECEIPTS FOR 1895.—CONTINUED.

DATE—1895.	TURPENTINE.		TIN. Boxes.	TEA. Chests.	WHEAT.		WINES AND LIQUORS.		WOOL Pounds.
	Barrels.	Tanks.			Sacks.	Bushels.	Barrels.	Bxs. & Cases.	
January	26	5	5,598	1,423	7,027	112,450	621	2,017	791,000
February	11	6,957	1,669	3,243	59,150	1,387	1,761	236,690
March	1	5,629	1,161	19,218	134,050	1,944	2,075	145,730
April	4	1,832	1,476	18,948	115,700	2,169	3,479	547,350
May	15	7,437	1,009	26,109	764,150	2,113	2,910	4,059,850
June	20	12,107	660	21,689	267,700	1,995	2,126	6,454,690
July	27	6,154	843	325,200	1,170,650	789	1,784	5,911,270
August	10	6,498	3,476	272,574	1,740,400	664	1,914	1,163,910
September	23	7,811	4,326	98,382	981,200	1,719	2,372	336,630
October	11	7,381	6,861	65,471	1,360,800	2,433	3,290	761,920
November	9	5,967	3,463	39,409	1,061,450	2,450	2,444	753,280
December	6	6,207	2,200	14,732	924,300	1,367	2,692	441,470
Totals	56	144	79,572	28,567	912,002	9,223,880	19,651	28,564	21,593,780
By Railroad	56	144	79,572	28,567	338,480	8,649,550	19,159	27,772	20,614,600
By River	573,522	32,450	492	1,092	979,180
By Wagon	541,880	.....	.....	.....

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS AND STOCK DRIVEN IN 1895.

By	APPLES QING.	BARLEY.	BUTTER.	BEANS.	HARRED WIRE.	FRESH BEEF.	HOOTS & SHOES.	BRAN & SHIP- STUFF.	
	Bbls.	Sacks	Bushels.	Pounds.	Sacks & Barrels.	Pounds.	Cases.	Sacks.	Cars in Blk.
Chicago & Alton R.R., Mo. Div.	1,132			89,980	340	28,878,500	836	20,190	1
Missouri Pacific R.R.	42,276	10	5,250	3,681,980	6	10,224,700	34,234	115,237	104
St. L. & San Francisco R.R.	104,266			91,470	14,811		70,026	70,026	16
Wabash R. R. (West)	10,498		152,250	288,660	6,052	477,000	2,218	80,128	18
St. L., Kas. City & Colo. R.R.									
Mo., Kansas & Texas R.R.	8,734		750	5,130	150		124	2,456	12
St. Louis Southwestern R.R.				20	4		494		
St. L., Iron Mount. & South'n R.R.	1,644			14,990	1,675		3,803	270	16
St. L., A. & T. H. R. R. (Galvo S. L.)	12,894			152,360			2,460	91,596	75
Illinois Central R. R.	581						927	200	
Louisville & Nashville R. R.	9,732	53		18,210	5	25,000	12,878		13
Mobile & Ohio R. R.	7,167			133,580	4		137	60,995	
Leitaville, Evansville & St. L. R.R.	23,174			13,590			29,228	21,764	2
Baltimore & Ohio S.-W. R.R.	15,638			3,900		9,068,500	16,721		
Chicago & Alton R.R.	5,690	1,035		650,130	11,007	997,900	16,552	1,380	2
Clev., Cin., Chi. & St. Louis R.R.	7,374	87		3,936	3,936	8,720,200	659,696		
Vandalia & Terre Haute R.R.	19,466	1,629	185,250	1,111,335	15,174	2,312,500	49,190		1
Wabash R. R. (East)	9,600			7,156,720	1,200	50,000	34,490		
Tol., St. L. & Kas. City R. R.	16,127			900	5,598	108,000	8,227	365	
Chicago, Peoria & St. Louis R. R.	2,160	166	1,177,000	867,400	2,575	188,100	2,874		
Chicago, Burl. & Quincy R. R.	1,920		175,650	267,990	240	51,000	272	450	2
St. L., Keokuk & N.-W. R. R.	18,950		384,500			2,467,370	12,285	5	5
St. Louis, Chi. & St. Paul R. R.	806			420			6	460	
St. Louis & Eastern R. R.									
St. L., Belleville & Southern R. R.	10								
Upper Mississippi River	78,197			2,900	53			3,526	
Lower Mississippi River	4,258	1,218		127,500	1,879		58	548	
Illinois River	27,133			200	50			2,322	
Missouri River	134	9		3,350	2			523	
Ohio, Cumberland and Tenn. Rivers		28		100				200	
Express				1,148,680					
Total	439,651	2,561	2,083,150	15,512,095	64,761	22,004,500	875,981	424,583	267

RECEIPTS FOR EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

By	CARRIAGE & ROPE.	CATTLE.	CASTOR BEANS.		CEMENT.		CHEESE.
			Sacks.	Bu. Bulk.	Sacks.	Barrels.	
Chicago & Alton R. R., Mo. Div.	12,515	144	.....	800	.....	.....
Missouri Pacific R. R.	68,788	40	4,400	174,855	7,405	230
St. Louis & San Francisco R. R.	152,777	.....	550	.....	.....	105
Wabash R. R. (West).	86,789	.....	.....	52,385	800	870
St. Louis, Kansas City & Colorado R. R.	1,193	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	188,117	.....	1,100	14,865	1,725	123
St. Louis Southwestern R. R.	72	.....	.....	.....	.....	6
St. Louis, Iron Mountain & Southern R. R.	239,451	.....	.....	13,460	8,215	420
St. L., A. & T. R. (Cairo Short Line).	18,940	207	4,950	.....	.....	247
Illinois Central R. R.	30	720	.....	3,360	21,065	125
Louisville & Nashville R. R.	7,673	.....	.....	32,921	.....	45
Mobile & Ohio R. R.	16,815	.....	.....	.....	.....	.....
Louisville, Evansville & St. Louis R. R.	2,950	44	6,600	242,596	41,535	805
Baltimore & Ohio S.-W. R. R.	2,789	1,549	.....	14,930	12,135	.....
Chicago & Alton R. R.	6,155	14,985	.....	3,020	1,510	2,468
Cleveland, Cincinnati, Chicago & St. Louis R. R.	1,311	.....	.....	7,280	6,070	2,543
Vandalia & Terre Haute R. R.	4,147	105	.....	16,605	25,015	5,541
Wabash R. R. (East).	581	.....	.....	17,890	.....	459,419
Toledo, St. Louis & Kansas City R. R.	580	.....	.....	5,025	16,350	35
Chicago, Peoria & St. Louis R. R.	418	.....	.....	67,317	1,750	140
Chicago, Burlington & Quincy R. R.	1,389	.....	.....	.....	.....	50
St. Louis, Keokuk & Northwestern R. R.	10,949	.....	.....	.....	.....	25
St. Louis, Chicago & St. Paul R. R.	538	.....	.....	.....	.....	.....
St. Louis & Eastern R. R.	365	.....	.....	1,865	.....	.....
St. Louis, Belleville & Southern R. R.
Upper Mississippi River.	1,512	.....	.....	.....	.....	.....
Lower Mississippi River.	10,729	69	.....	.....	110,253	.....
Illinois River.	716	.....	.....	.....	.....	.....
Missouri River.	824	.....	.....	.....	.....	.....
Ohio, Cumberland and Tennessee Rivers.	11,814	.....	.....	.....	.....	.....
Driven.	11,814	.....	.....	.....	.....	.....
Total	124,905	351,275	17,878	13,150	649,244	574,998	472,953

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

BY	COFFEE. Sacks.	CORN.		CORN MEAL. Bbls.	COTTON.		COTTON SEED. Tons.
		Sacks.	Bushels.		Bales, Local.	Bales, Through.	
Chicago & Alton R. R., Mo. Div.....	550	274	300,300	13,850	300	.....	.....
Missouri Pacific R. R.....	405	13,352	2,575,300	150	139	.....	.....
St. Louis & San Francisco R. R.....	17,260	17,453	41,300	.....	51,118	44,535	90
Wabash R. R. (West).....	.....	840	577,500	.....	213	.....	.....
St. Louis, Kansas City & Colorado R. R.....	10	40,842	18,900	150	.....	.....	.....
Mo. Kansas & Texas R. R.....	55	.....	203,300	.....	1,486	157,909	.....
St. Louis Southwestern R. R.....	4,143	664	4,200	.....	19,971	13,016	15
St. Louis, Iron Mountain & Southern R. R.....	30	270	25,200	.....	55,617	275,275	2,308
St. Louis, A. & T. H. R. R. (Cairo Short Line).....	18,940	96	.....	.....	2,351	15,457	.....
Illinois Central R. R.....	1,625	764	700	3,650	1,230	34	.....
Louisville & Nashville R. R.....	14,078	.....	5,600	2,955	7,236	90,139	.....
Mobile & Ohio R. R.....	30,434	.....	11,200	.....	.....	.....	.....
Louisville, Evansville & St. Louis R. R.....	8,455	.....	153,300	.....	.....	.....	.....
Baltimore & Ohio S. W. R. R.....	3,585	460	887,300	.....	50	.....	.....
Chicago & Alton R. R.....	36,491	86	391,300	.....	.....	.....	.....
Cleveland, Cincinnati, Chicago & St. Louis R. R.....	22,312	423	200,900	1,750	.....	.....	.....
Vandalia & Terre Haute R. R.....	99,500	.....	664,300	.....	.....	.....	.....
Wabash R. R. (East).....	.....	.....	23,400	.....	.....	.....	.....
Toledo, St. Louis & Kansas City R. R.....	195	.....	454,300	.....	.....	.....	.....
Chicago, Peoria & St. Louis R. R.....	150	.....	294,300	.....	.....	.....	.....
Chicago, Burlington & Quincy R. R.....	230	3,804	441,000	13,640	.....	.....	.....
St. Louis, Keokuk & Northwestern R. R.....	.....	270	211,400	.....	.....	.....	.....
St. Louis, Chicago & St. Paul R. R.....	.....	.....	.....	.....	.....	.....	.....
St. Louis & Eastern R. R.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Bellevue & Southern R. R.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	.....	53,960	.....	.....	.....	.....	.....
Lower Mississippi River.....	360	47,324	.....	96	.....	.....	.....
Illinois River.....	.....	72,306	63,800	.....	5,693	.....	.....
Missouri River.....	.....	6,836	.....	.....	496	.....	.....
Ohio, Cumberland and Tennessee Rivers.....	.....	.....	600,000	.....	.....	.....	.....
WAGON.....	259,239	280,156	8,128,900	36,260	102,833	596,965	2,413
Total							

RECEIPTS FOR EACH RAILROAD AND RIVER FOR THE YEAR 1895.--CONTINUED.

BY	COTTON SEED MEAL. Tons.	CRAN- BERRIES. Packag's	COKE. Tons.	DRIED FRUIT. Packag's	EGGS. Packag's	FLAX SEED.		FISH. Packag's
						Sacks.	Bu. Blk.	
Chicago & Alton R. R., Mo. Div.	.....	.....	.....	3,486	686	318	5,500	4,160
Missouri Pacific R. R.	178	.....	.....	10,966	190,339	1,126	806,550	.....
St. Louis & San Francisco R. R.	.....	.....	.....	42,796	108,514	74	24,200	.....
Wabash R. R. (West)	.....	.....	.....	14,069	28,567	850	19,800	881
St. Louis, Kansas City & Colorado R. R.	.....	.....	.....	.....	45,166	498	80,600	.....
Mo., Kansas & Texas R. R.	4,066	.....	.....	646	148	.....	.....	15
St. Louis Southwestern R. R.	222	.....	.....	81	21,776	70	.....	551
St. Louis, Iron Mountain & Southern R. R.	11,128	10	15	30,525	32,190	.....	.....	.....
St. L., A. & T. H. R. R. (Catro Short Line).	831	.....	176	10,167	651	.....	.....	.....
Illinois Central R. R.	.....	4	27,251	5,157	6,006	.....	.....	66
Louisville & Nashville R. R.	.....	.....	.....	126	5,378	.....	.....	.....
Mobile & Ohio R. R.	625	.....	.....	2,019	2,309	.....	.....	110
Louisville, Evansville & St. Louis R. R.	14	.....	10,118	11,475	1,164	62	.....	.....
Baltimore & Ohio S-W R. R.	.....	226	20,356	5,653	215	50	550	3,528
Chicago & Alton R. R.	.....	.....	30	894	406	.....	.....	10,590
Cleveland, Cincinnati, Chicago & St. Louis R. R.	.....	4,035	23,438	2,406	782	.....	.....	10,020
Vandalia & Terre Haute R. R.	.....	1,400	49,187	.....	400	.....	.....	58,135
Wabash R. R. (East)	.....	3,230	7,528	.....	.....	.....	.....	980
Toledo, St. Louis & Kansas City R. R.	.....	1,685	5,985	.....	.....	.....	.....	15
Chicago, Peoria & St. Louis R. R.	.....	.....	66	1,771	15	.....	.....	.....
Chicago, Burlington & Quincy R. R.	.....	.....	.....	.....	5,458	.....	37,950	.....
St. Louis, Kankuk & Northwestern R. R.	.....	.....	.....	.....	66	.....	.....	.....
St. Louis, Chicago & St. Paul R. R.	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	.....	.....	.....	.....	.....	.....	.....
Lower Mississippi River	12	.....	.....	8	.....	.....	.....	.....
Illinois River	.....	.....	.....	90	2,220	.....	.....	.....
Missouri River	.....	.....	.....	7,675	26,714	.....	.....	.....
Ohio, Cumberland & Tennessee Rivers	.....	.....	.....	71	1,897	.....	.....	.....
Express	.....	.....	.....	23	2,414	.....	.....	.....
.....	.....	.....	.....	53	2,240	.....	.....	.....
Total	17,076	10,690	148,106	180,908	654,938	3,048	477,150	89,101

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

By	FLOUR. Barrels.	GREASE. Pounds.	GLUCOSE Barrels.	HIGH WINES & WHISKY. Barrels.	HAY. Tons.	HORSES & MULES Head.	HIDES. Pounds.	HOGS. Head.
Chicago & Alton R. R., Mo. Div.	1,873	50,600	.....	20	3,854	3,629	892,020	82,872
Missouri Pacific R. R.	284,215	2,250,550	.....	65	31,845	5,551	10,693,410	202,679
St. Louis & San Francisco R. R.	13,386	375,200	.....	.....	24,890	1,672	8,761,890	206,961
Wabash R. R. (West).	142,322	90,100	1,285	50	13,761	14,594	3,551,490	285,548
St. Louis, Kansas City & Colorado R. R.	.....	.....	.....	.....	.....	9	.....	7,178
Mo., Kansas & Texas R. R.	8,940	1,400	.....	.....	24,173	905	3,670,960	98,289
St. Louis Southwestern R. R.	.....	.....	.....	.....	1,905	235	599,870	.....
St. Louis, Iron Mountain & Southern R. R.	2,140	400	.....	422	1,400	1,003	3,983,200	82,533
St. L., A. & T. H. R. R. (Calro Short Line).	29,171	.....	.....	1,881	2,108	511	227,200	80,349
Illinois Central R. R.	6,680	56,100	105	215	275	97	1,152,670	.....
Louisville & Nashville R. R.	6,080	.....	.....	12,680	1,240	567	398,000	35,701
Mobile & Ohio R. R.	6,080	.....	.....	.....	1,457	137	1,122,150	40,737
Louisville, Evansville & St. Louis R. R.	21,745	.....	40	23,958	841	238	201,080	13,483
Baltimore & Ohio S.-W. R. R.	8,490	.....	.....	24,437	3,331	235	192,810	17,577
Chicago & Alton R. R.	5,825	102,480	2,485	1,230	1,415	5,969	309,870	36,197
Cleveland, Cincinnati, Chicago & St. Louis R. R.	10,800	63,840	1,000	43	9,043	1,998	133,070	15,031
Vandalia & Terre Haute R. R.	23,210	381,900	.....	4,648	6,740	2,808	232,570	11,245
Wabash R. R. (East).	3,450	.....	.....	.....	6,590	2,049	307,600	11,287
Toledo, St. Louis & Kansas City R. R.	1,505	.....	180	.....	8,930	535	27,880	4,253
Chicago, Peoria & St. Louis R. R.	19,990	5,400	.....	16,125	4,060	934	498,140	2,280
Chicago, Burlington & Quincy R. R.	60,060	.....	350	250	19,535	3,949	2,600	32,267
St. Louis, Keokuk & Northwestern R. R.	132,980	797,800	.....	25	22,070	26,717	6,443,250	83,106
St. Louis, Chicago & St. Paul R. R.	132,170	.....	.....	5	410	203	30,450	19,078
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	48	.....	3,151
St. Louis, Belleville & Southern R. R.	4,475	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.	80,602	13,200	955	.....	1,216	1,089	174,350	16,012
Lower Mississippi River.	7,395	16,400	.....	.....	503	503	523,050	29,688
Illinois River.	5,235	1,200	.....	.....	50	248	16,530	12,607
Missouri River.	.....	.....	.....	.....	67	30	8,440	3,114
Ohio, Cumberland & Tennessee Rivers.	175	.....	.....	.....	.....	21	17,680	3,564
Driven	.....	.....	.....	.....	.....	.....	.....	.....
Total	1,012,344	4,296,570	60,100	86,654	196,582	77,820	44,168,790	1,440,342

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

BY	HOPS. Bales.	IRON AND STEEL. Tons.	JUTE. Bales.	LARD. Pounds.	LEAD. Pigs.	LEATHER LUMBER.		MALT.		MDSE. & GUNDRIES.	
						Rolls.	Cars.	Sacks.	Pack'ges	Cars.	Cars.
Chicago & Alton R. R., Mo. Div.	138	71		10,400	408,518	110	28		81,840		744
Missouri Pacific R. R.	165	53		13,195,800	289,130	1,037	883		173,220		24,557
St. Louis & San Francisco R. R.	138	53		3,573,000	202,888	820	320		136,300		9,387
Wabash R. R. (West)	1,044	11		2,295,200	88,164	1,207	1,064	130	584,210		8,765
St. Louis, Kansas City & Colo. R. R.		14					262				2,605
Mo., Kansas & Texas R. R.		14		1,480,400		240	80		70,130		2,689
St. Louis Southwestern R. R.		11		400			4,210		5,540		7,419
St. L., Iron Moun. & South'n R. R.		24		110,000	104,422	655	30,250		72,270		2,887
St. L., A. & T. H. R. R. (Calro S. L.)		5		24,700			6,048		101,830		1,885
Illinois Central R. R.		1,176		7,300	400		1,688		39,990		4,217
Louisville & Nashville R. R.				35,900		841	2,172		259,540		5,182
Mobile & Ohio R. R.		65		18,500			8,086		71,210		2,615
Louisville, Evansville & St. L. R. R.	73	14,631		18,800		7,099	114		146,640		5,483
Baltimore & Ohio S-W R. R.	95	737		5,400		16,305	296		570,510		3,799
Chicago & Alton R. R.	1,358	7,741		332,200	1,012	5,512	240	8,840	594,530		11,531
Cleveland, Cin., Chi. & St. L. R. R.	367	51,087	1,818	624,500	672	11,831	88	1,885	1,488,240		8,609
Wabash R. R. (East)		1,773	2,375	26,600	582	13,687	353	9,030	1,086,700		13,442
Wabash R. R. (East)	2,710	47,816	3,241	100,000	582	16,178	53		1,344,200		3,850
Chicago, Peoria & Kas. City R. R.		31		7,400		1,005	728	4,179	1,431,200		4,221
Chicago, Burl. & Quincy R. R.				82,100		350	558		190,200		3,711
St. L., Keokuk & Northwestern R. R.						326	1,831		165,400		1,922
St. Louis, Chi. & St. Paul R. R.	1,836	4,381		5,108,700	70,445		5		1,620		
St. Louis & Eastern R. R.				500					150		
St. L., Belleville & Southern R. R.		95		8,600		70			84,553		
Upper Mississippi River				5,100	394,075	59			293,820		2,107
Lower Mississippi River		452		12,600		491			12,280		
Illinois River		4							3,480		
Missouri River									88,376		
Ohio, Cumb. & Tenn. Rivers		415				60					
Total	7,948	142,023	7,762	26,939,100	1,500,923	89,598	58,621	24,064	8,107,178		194,899

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

THE CITY OF ST. LOUIS.

278

By	MOLASSES.		NAILS.		OATS.		OAT-MEAL.		OILS.		ONIONS.	
	Bbls.	Kegs.	Kegs.		Sacks.	Bushels.	Barrels.		Barrels.	Tanks.	Sacks and Bbls.	Bu. Bulk
Chicago & Alton R. R., Mo. Div.					600	644,600	7,120				312	
Missouri Pacific R. R.	84				1,558	851,400	475			1	735	2,000
St. Louis & San Francisco R. R.	523				539	59,400			130		252	500
Wabash R. R. (West)	45				3,130	2,509,100			52		1,053	23,000
St. L., Kansas City & Colorado R. R.						3,300						
St. L., Kansas & Texas R. R.					2,131	88,000						
Mo., Kansas & Western R. R.	160								150		7,563	
St. Louis Southwestern R. R.	2,442	65			200					125	8	
St. L., Iron Mountain & Southern R. R.	149								1,191	702	63	
St. L., A. & T. H. R. R. (Caro Short Line)	2,085	53	1,702						5	31	694	
Illinois Central R. R.	351	3	40							43	5,179	
Louisville & Nashville R. R.	8,999	3	64,038		25	1,100				2	56	
Mobile & Ohio R. R.					49							
Louisville, Evansville & St. Louis R. R.	220	50							320	101	4,653	
Baltimore & Ohio S.-W. R. R.			2,840						960	25	439	
Chicago & Alton R. R.	35	87	53,635		31	13,200			3,690	3	11,495	2,500
Cleveland, Cin., Chi. & St. Louis R. R.	1,209		5,335		142	261,800	2,008		830	322	5,073	11,000
Wabash R. R. (East)	35		96,673		34	103,400			10,114		1,536	9,000
Toledo, St. Louis & Kansas City R. R.	50		98,206		497	130,900	672		11,535	208	1,260	17,000
Chicago, Burlington & Quincy R. R.			4,775			269,500			375	953		31,000
St. Louis, Chicago & Northwestern R. R.	25		93,913			9,900			15,131	150	2,017	34,000
St. Louis, Chicago & St. Paul R. R.	94	13	2,980			257,400	450		485	39		
St. Louis & Eastern R. R.						1,524,600						31,000
St. Louis, Bellefonte & Southern R. R.			3,735			8,276,900				3,793		
Upper Mississippi River	55		5						135	4	5,180	
Lower Mississippi River	4,452	5			20,115		263				19,165	
Illinois River		25			1,220				15		4,235	
Missouri River											370	
Ohio, Cumberland & Tennessee Rivers											31	
Wagon						300,000						
Total	21,197	306	438,042		30,572	10,313,800	10,988		45,158	8,495	71,635	190,500

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

BY	ORANGES AND LEMONS. Boxes & Barrels.	ORE.		PIG IRON. Tons.	PELTRES & FURS. Packages	PORK PRODUCT.			POTATOES.	
		Iron tons	Zinc tons			Barreled Pork. Barrels.	Hams, lbs.	Meats, lbs.	Sacks & Barrels.	Bushels.
Chicago & Alton R. R., Mo. Div.	5,328	25,964	17,571	.....	6,531	60	87,400	1,312,500	11,905	6,750
Missouri Pacific R. R.	120,505	218	19,340	499	8,889	150	7,002,800	100,210,100	33,342	34,650
St. Louis & San Francisco R. R.	18,628	.....	.....	14,973	7,333	.....	3,248,900	5,747,900	41,324	87,500
Wabash R. R. (West).	.....	.....	.....	60	16,063	1,542	1,261,700	11,770,900	55,694	53,500
St. Louis, Kas. City & Colo. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	55,325	.....	.....	.....	.....	.....	25,000	700,000	2,192	2,250
St. Louis Southwestern R. R.	.....	.....	.....	.....	.....	.....	.....	1,100	457	450
St. L., A. & T. H. R. R. (Caro S. L.)	11,251	25,981	210	12,882	677	.....	6,500	109,700	91,434	110,700
St. L., A. & T. H. R. R. (Caro S. L.)	5	.....	.....	14,286	38	.....	.....	.....	5,328	24,750
Illinois Central R. R.	4,729	.....	.....	10,007	13	.....	.....	.....	14,665	5,850
Louisville & Nashville R. R.	14,461	.....	.....	22,389	25	.....	3,200	4,400	4,295	23,050
Mobile & Ohio R. R.	90,316	16	.....	16,475	3,888	.....	400	3,600	59,512	70,650
Louisville, Evansville & St. Louis R. R.	.....	104	17,771	17,771	3,888	.....	.....	.....	3,155	20,250
Baltimore & Ohio S. W. R. R.	13,534	.....	.....	8,021	909	.....	.....	.....	1,590	13,050
Chicago & Alton R. R.	400	.....	46	7,875	.....	50	21,100	3,249,700	1,794	60,750
Cleveland, Cin. Chi. & St. Louis R. R.	1,730	16	.....	2,652	3,019	1,060	340,000	1,270,400	1,353	47,700
Vandalia & Terre Haute R. R.	9,231	91	269	3,131	104	60	152,400	1,270,400	1,153	70,650
Wabash R. R. (East).	16,200	.....	.....	234	.....	.....	.....	6,568,000	.....	139,950
Tol., St. Louis & Kansas City R. R.	3,324	.....	.....	.....	4,716	.....	.....	.....	610	49,050
Chicago, Burl. & Quincy R. R.	.....	.....	.....	388	27,531	.....	.....	2,093,000	32	11,700
St. L., Keokuk & North Western R. R.	.....	.....	.....	.....	.....	.....	.....	5,615,000	900	48,800
St. Louis, Chicago & St. Paul R. R.	.....	.....	.....	.....	20,315	.....	2,453,900	33,805,500	34,877	252,450
St. L., Belleville & Southern R. R.	.....	.....	.....	.....	4	.....	.....	.....	19	.....
Upper Mississippi River.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower Mississippi River.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri River.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumb. & Tennessee Rivers.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	384,973	53,337	37,498	123,464	106,498	2,965	14,270,300	173,425,900	445,407	1,133,150

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

BY	R.YE.		RICE. Pkgs.	ROBIN. Barrels.	R.R. IRON Tons.	SALT.		SEEDS. Sacks and Bbls.
	Sacks.	Bushels.				Sacks.	Barrels, Bu in blk.	
Chicago & Alton R. R., Mo. Div.	1,048	30,800			494	9,100		1,464
Missouri Pacific R. R.		19,600					124,580	18,001
St. Louis & San Francisco R. R.					1,724		3,900	2,958
Wabash R. R. (West).	304	46,200			60	640	2,240	14,813
St. Louis, Kansas City & Colorado R. R.	1	6,300	1,453		986	35		689
Mo. Kansas & Texas R. R.		700	15,091	4,398	15	960	560	15
St. Louis Southwestern R. R.			5,078	130			100	
St. Louis, Iron Mountain & Southern R. R.			7,845	630	163	1,075	7,280	
St. L., A. & I. P. R. (Cairo Short Line.)			17,061	48,219		1,200	85	236
Illinois Central R. R.			16,228			360	2,800	1,246
Mobile & Ohio R. R.	46	1,400	2,285		3,380		16,240	2,449
Louisville, Evansville & St. Louis R. R.		4,200	18,402		4,782	115		381
Baltimore & Ohio S.-W. R. R.			3,496	328	647	6,060	146,160	364
Chicago & Alton R. R.					28,722	1,588	89,880	821
Cleveland, Cincinnati, Chicago & St. L. R. R.		3,500	1,232		144	100	101,300	
Vandalia & Terre Haute R. R.	182		4,003		2,693	50,740	88,545	15
Wabash R. R. (East).							284,440	
Toledo, St. Louis & Kansas City R. R.			1,150				300	18
Chicago, Peoria & St. Louis R. R.		3,500						
Chicago, Burlington & Quincy R. R.		93,100						
St. Louis, Keokuk & Northwestern R. R.		720	480					
St. Louis, Chicago & St. Paul R. R.								
St. Louis & Eastern R. R.								
St. Louis, Belleville & Southern R. R.								
Upper Mississippi River	2,977							620
Lower Mississippi River	146			90	865		100	2,367
Illinois River	1,876							114
Missouri River								109
Ohio, Cumberland & Tennessee Rivers.					5,000			119
Total	6,587	210,000	98,089	49,850	49,694	72,793	804,204	47,959

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

BY	SHEEP.		STAYES.		SUGAR.			TALLOW.		TAR AND PITCH.		TOBACCO.		
	Head.		M	Cars.	Hhds	Barrels.	Bags.	Pounds.	Barrels.	Hhds	Pkgs. Leaf.	Mnft'd. Pounds.		
Chicago & Alton, Mo. Div.	8,414				2			88,000		136	119	56,670		
Missouri Pacific R. R.	32,842			2				4,816,500		77	19			
St. Louis & San Francisco R. R.	116,167							1,210,450				3,330		
Wabash R. R. (West).	55,755			1		335		572,000		254	53	1,224,850		
St. Louis, Kansas City & Colorado R. R.	739													
Mo., Kansas & Texas R. R.	99,596			5			470	255,200						
St. Louis Southwestern R. R.		331						28,800		3		14,150		
St. L., A. & T. H. R. R. (Calro S. Line).	26,133			1,674	26	17,455	1,250	217,400		327	15	17,980		
St. Louis, Iron Mountain & South'n R. R.	50,881			503		370		167,600		897	69	116,800		
Illinois Central R. R.	11			56	1,339	19,937		58,800		140		109,240		
Louisville & Nashville R. R.	13,640			97	30	16,536	13,850	75,800		130		2,330		
Mobile & Ohio R. R.	9,769			915	1,633	131,477	201,533	77,500			151	4,802,780		
Louisville, Evansville & St. Louis R. R.	7,530			61		21,965	15,195	173,800		613	16,649	8		
Baltimore & Ohio S-W R. R.	11,574			281		2,200	1,473	153,800		155	9,649	102	660,170	
Chicago & Alton R. R.	5,171			43		7,120	1,125	190,200				1,836	8,538,850	
Cleveland, Cin., Chicago & St. L. R. R.	8,135			51		52,000	22,523	160,100				1,302	93,250	
Vandalia & Terre Haute R. R.	12,805			182		8,750	2,700	1,098,100		5,927	10,523	4,382	4,181,590	
Wabash R. R. (East).	2,457			79		41,100	2,400	1,000,500		2,882	169	1,883,540		
Chicago, St. Louis & City R. R.	4,276			799		33,360	13,295					115	21,000	
Chicago, Peoria & St. Louis R. R.	775			50		1,465	725	175,700				50	200	
Chicago, Burlington & Quincy R. R.	1,843			130		460						455		
St. Louis, Keokuk & Northwestern R. R.	10,383						245	3,331,500		682	42	1,703,580		
St. Louis & Eastern R. R.	1,313							24,500		60		220		
St. Louis & Belleville & Southern R. R.	172													
Upper Mississippi River.	2,139							253,000		185	3	22,340		
Lower Mississippi River.	16,232			63		70,168	61,953	128,600		31		9,100		
Illinois River	1,231							5,020		50		1,300		
Missouri River.	207							2,000						
Ohio, Cumberland & Tennessee Rivers.	61			10				1,200		51		12		
Driven	15,884													
Total	510,600		73	5,823	8,127	419,703	351,943	14,086,070		12,240	45,042	9,478	13,468,330	

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1895-CONTINUED.

THE CITY OF ST. LOUIS.

277

By	TURPENTINE.		TIN. Boxes.	T.M.A. Chests.	WHEAT.		WINES & LIQUORS.		WOOL. Pounds.
	Barrels.	Tanks.			Sacks.	Bushels.	Barrels.	Boxes and Cases.	
Chicago & Alton R. R., Mo. Div.	50	1,124	554,450	.....	.....	219,990
Missouri Pacific R. R.	137,123	383,400	.....	2,895	5,776,390
St. Louis & San Francisco R. R.	771	383,450	.....	76	2,748,850
Wabash R. R. (West).	3,521	34,779	1,123,060	.....	716	2,312,700
St. Louis, Kansas City & Colorado R. R.	42,663	104,000	.....	.....	.....
Mo., Kansas & Texas R. R.	115,346	408,860	.....	133	1,363,150
St. Louis Southwestern R. R.	222	6,200	.....	5	1,600,710
St. Louis, Iron Mountain & Southern R. R.	10	1	.....	6	6,469	286,650	.....	1,094	1,515,560
St. L., A. & T. H. R. R. (Calro Short Line.)	28,000	.....	25	146,530
Illinois Central R. R.	43,550	.....	67	82,530
Louisville & Nashville R. R.	20	3	.....	.....	.....	34,450	1,190	.....	60,510
Mobile & Ohio R. R.	26	140	.....	.....	.....	43,550	.....	270	148,370
Louisville, Evansville & St. Louis R. R.	470	1,321	42	43,550	.....	12	113,000
Baltimore & Ohio S.-W. R. R.	6,022	2,730	98	79,950	32	3,221	169,150
Chicago & Alton R. R.	1,995	274	1,468,350	920	14,004	510,330
Cleveland, Cincinnati, Chicago & St. Louis R. R.	1,746	1,628	65	42,900	412	4,417	462,330
Vandalia & Terre Haute R. R.	66,813	5,443	35	67,800	3,857	2,944	447,380
Wabash R. R. (East).	170	2,760	.....	410,150	.....	.....	170,800
Toledo, St. Louis & Kansas City R. R.	483	.....	.....	17,550	150	50	83,100
Chicago, Peoria & St. Louis R. R.	3,918	185	.....	471,900	673	.....	536,110
Chicago, Burlington & Quincy R. R.	34	.....	.....	585,500	100	.....	902,000
St. Louis, Keokuk & Northwestern R. R.	8,924	.....	1,355,250	1,272	25	2,117,230
St. Louis, Chicago & St. Paul R. R.	72,800	4	.....	278,350
St. Louis & Eastern R. R.
St. Louis, Belleville & Southern R. R.	650	.....	.....	.....
Upper Mississippi River
Lower Mississippi River
Illinois River	112,335	.....	156	88	679,390
Missouri River	380,086	.....	320	997	213,490
Ohio, Cumberland & Tennessee Rivers.	75,024	32,450	16	7	55,780
Wagon	24,601	.....	.....	.....	25,920
.....	876	541,380	.....	.....	4,900
Total	56	144	79,572	28,567	912,002	9,223,380	19,651	28,964	21,532,750

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1895.

Date—1895.	APPLES Barrels	ALE AND BEER. Pack- ages.	BAG- GING. Rolls.	BARLEY.		BUTTER. Pounds.	BEANS Pack- ages.	BEEF Bar- rels and Tcs.	BARBED WIRE. Pounds.	BEEF CANNED. Pounds.	FRESH BEEF. Pounds.	BOOTS AND SHOES. Cases.
				Sacks	Bushels							
January.....	7,863	155,756	1,349	90	11,713	328,550	7,110	160	4,094,900	94,300	20,344,200	51,902
February.....	6,441	147,764	1,656	.....	8,256	426,870	6,000	.....	4,489,400	682,700	22,675,900	53,890
March.....	3,659	220,352	1,211	.....	2,862	373,230	5,800	98	7,264,900	470,600	18,381,400	59,990
April.....	2,345	278,609	4,962	.....	6,699	342,325	6,079	76	7,854,700	661,800	16,493,600	49,012
May.....	498	294,045	21,198	.....	756	350,125	8,164	.....	7,681,100	769,700	23,310,900	44,465
June.....	1,024	350,686	50,320	50	.....	736,195	9,523	182	7,855,100	699,500	22,845,500	63,732
July.....	15,936	344,997	45,471	.....	.....	812,853	5,259	74	4,745,300	589,900	21,110,500	66,451
August.....	39,780	359,459	62,826	.....	.....	502,710	4,296	97	3,373,700	426,500	20,189,800	60,564
September.....	45,547	330,799	59,864	143	.....	384,360	4,986	211	2,724,800	432,070	19,162,000	62,117
October.....	128,210	257,465	28,393	.....	4,655	211,020	5,954	83	2,544,200	487,500	20,422,300	59,787
November.....	86,017	224,471	14,514	.....	5,430	268,120	8,113	4	2,411,800	130,500	15,264,100	52,496
December.....	29,312	217,776	7,307	.....	4,320	350,210	4,633	.....	2,514,600	203,700	18,766,400	61,958
Totals.....	366,472	3,182,179	299,071	283	44,691	5,086,550	75,977	985	57,554,500	5,648,770	238,966,600	680,391
By Railroad.....	358,584	3,150,083	236,925	90	44,691	5,061,055	68,641	286	55,674,600	5,648,770	238,911,200	659,441
By River.....	7,888	32,096	62,146	193	.....	25,495	7,336	699	1,879,900	.....	55,400	20,950

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1895.—CONTINUED.

Date—1895.	BEAN.		CATTLE.	CATTLE. Brs. Bk.	CHEESE.	COAL.	COFFEE.	CORN.		CORN- MEAL.	COTTON.	Cotton Seed Meal. Tons.
	Sacks.	Cars. Bk.	Head.			Tons.		Sacks.	Bushels.		Bales.	
January	36,959	37	24,748	.....	14,215	29,254	25,271	2,644	13,158	8,911	115,594	3,920
February	57,728	35	17,246	.....	12,693	34,020	23,612	16,405	380,866	12,421	77,309	2,834
March	100,921	32	16,905	.....	13,677	22,700	27,361	23,166	781,972	44,981	80,173	6,038
April	88,215	27	16,553	.....	10,508	21,630	26,466	23,714	1,099,332	29,454	72,545	4,557
May	57,385	32	26,291	.....	10,342	20,948	26,508	12,630	376,169	25,662	31,533	1,014
June	62,095	20	28,377	500	9,495	17,790	24,499	6,580	383,798	21,978	15,268	276
July	58,201	16	22,645	.....	10,058	20,149	24,904	3,845	516,765	21,628	11,702	126
August	105,688	17	27,742	.....	12,757	33,655	26,259	11,220	618,814	23,050	10,643	16
September	123,669	33	21,996	.....	19,666	25,843	24,409	3,182	420,474	14,888	7,088	121
October	111,978	21	26,212	.....	29,687	40,608	28,286	6,896	427,542	16,869	86,543	250
November	115,344	36	24,515	.....	22,460	48,569	24,811	2,621	475,230	9,520	107,224	713
December	82,394	36	21,008	.....	19,635	44,698	22,591	2,204	1,141,928	8,337	110,283	529
Totals	1,000,575	342	274,738	500	185,193	359,864	304,977	115,107	6,636,048	236,499	725,905	20,394
By Railroad.....	950,300	342	272,748	500	178,937	312,462	291,820	70,652	5,383,237	119,815	725,862	20,394
" River	50,275	.....	1,990	.....	6,256	47,402	13,157	44,455	1,252,811	116,684	43	.....

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1895.—CONTINUED.

DATE—1895.	CANDLES. Boxes.	DRIED FRUIT, Packages.	EGGS. Packages.	FLAX SEED Bu. Bulk.	FLOUR. Bbls.	FERTIL- IZER. Tons.	GREASE. Pounds.	HAY. Tons.	HORSES & MULES. Head.	HIDES. Pounds.
January	10,631	12,321	13,167	.....	131,182	2,130	28,000	2,526	6,602	8,314,600
February	11,960	15,424	12,520	.....	154,460	2,623	198,400	2,351	6,717	5,846,400
March	10,738	24,000	87,068	.....	251,727	3,475	24,000	2,514	7,499	7,883,900
April	14,637	15,397	85,693	550	210,089	2,735	175,100	2,542	4,277	7,333,700
May	10,924	12,750	56,052	.....	184,847	2,929	440,300	2,979	3,104	6,853,500
June	7,485	10,520	32,945	1,150	151,625	2,333	136,000	2,274	2,865	6,576,800
July	11,503	7,096	30,467	5,990	131,660	2,021	87,400	3,278	3,172	7,269,700
August	7,258	8,235	21,379	161,032	195,907	3,458	28,000	6,486	3,284	5,291,800
September	12,210	11,378	15,749	28,714	189,670	7,034	154,400	7,925	5,327	5,024,900
October	13,343	24,869	23,265	13,642	213,483	3,491	52,500	13,324	9,610	6,779,400
November	16,006	22,369	19,261	7,397	168,633	3,336	445,600	10,383	13,890	6,218,000
December	13,015	18,004	10,448	7,320	162,376	3,439	304,000	11,964	15,599	5,646,700
Totals	139,710	182,363	413,014	225,845	2,145,659	38,994	2,073,700	69,046	81,926	78,039,400
By Railroad	138,311	173,287	412,810	225,845	1,800,273	38,973	2,073,700	65,326	78,328	78,039,400
By River	1,399	9,076	204	.....	345,386	21	.....	3,720	3,598	.....

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1895.—CONTINUED.

Date—1895.	HONEY & GRAIN. Barrels.	HOGS. Head.	LARD. Pounds.	LEAD. Pigs.	LUM- BER. Cords.	LUM- BER. M Feet.	MALT. Sacks.	MDSR. AND SUNDRIES.		MOLASSES.	
								Packages.	Cars.	Bbls.	Kgs.
January	4,957	58,231	8,513,000	65,947	1,607	.....	18,397	1,798,861	11,096	7,689	2,025
February	4,863	53,694	8,694,900	52,947	1,619	.....	12,329	1,672,180	10,992	5,630	1,082
March	8,867	54,729	8,168,370	118,446	2,362	96	12,838	1,966,150	13,486	8,271	2,360
April	4,751	51,289	6,918,290	88,922	2,892	1,192	29,089	1,989,290	13,903	7,546	2,086
May	6,806	54,861	6,352,104	95,332	2,828	287	19,658	1,933,390	13,585	6,090	2,705
June	4,193	34,574	10,803,760	80,005	2,710	213	17,210	1,691,570	14,003	7,075	2,091
July	3,337	36,626	8,208,840	85,757	3,276	227	18,838	1,717,470	14,623	6,015	1,886
August	5,046	43,101	7,098,252	89,761	3,513	284	16,375	1,947,320	14,795	4,690	2,400
September	4,481	39,727	7,557,820	41,918	3,068	213	8,183	2,074,350	13,839	3,379	2,357
October	4,132	80,864	8,762,100	67,792	3,491	197	14,184	2,181,850	15,358	4,512	3,925
November	4,299	63,117	7,298,300	41,623	2,912	259	8,046	1,900,770	13,204	5,043	2,276
December	4,474	34,506	6,355,300	128,072	2,629	.....	10,249	1,852,315	12,528	5,147	1,156
Total	60,206	605,319	94,731,066	956,522	32,907	2,968	176,396	22,725,016	161,466	71,587	26,329
By Railroad.....	41,968	604,848	86,983,450	950,781	32,907	.....	173,526	21,340,286	161,466	64,499	25,384
" River	18,240	471	7,747,616	5,741	.....	2,968	2,870	1,384,730	.....	7,088	945

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1895.—CONTINUED.

Date—1896.	NAILS. Kegs.	OATS.		OIL CASKS. Tons.	ONTONS. Pack- ages.	ORE—TONS.		PIG IRON. Tons.	PORK PRODUCT.		
		scks.	Bushels			Iron.	Zinc.		Barreled Pork. Bbls.	HAMS. Pounds.	MEATS. Pounds.
January	46,451	15,928	303,591	12	7,682	34	2,438	2,457	539	3,655,700	8,340,000
February	32,698	23,573	221,499	.....	4,676	20	2,399	3,612	483	3,103,300	12,099,400
March	44,176	43,722	159,267	14	6,491	735	3,156	1,362	3,087	3,164,435	17,303,214
April	45,397	23,399	85,486	.....	4,638	807	3,541	3,021	2,379	4,067,323	21,970,415
May	79,389	27,104	145,261	.....	2,504	139	3,472	8,808	1,563	3,809,900	19,659,060
June	49,108	15,262	147,252	20	3,194	779	3,237	4,993	1,583	4,066,780	17,634,980
July	33,946	15,144	168,527	.....	3,241	349	3,358	4,599	1,335	3,721,180	19,195,170
August	30,866	49,735	219,400	.....	10,152	214	2,481	5,103	1,262	1,644,204	17,163,862
September	33,343	49,433	513,196	20	10,305	922	1,805	9,035	1,072	1,848,090	22,856,200
October	36,651	35,455	555,855	.....	8,756	566	2,288	11,298	1,236	2,065,820	21,806,080
November	32,699	8,965	275,400	24	4,758	286	1,786	6,726	259	1,354,350	16,115,310
December	28,009	15,693	193,475	.....	3,413	351	2,474	4,637	458	1,213,000	14,055,500
Totals	492,733	323,413	2,988,209	90	70,310	5,202	32,435	65,651	15,186	33,714,082	208,100,011
By Railroad	468,677	171,559	2,988,209	90	68,366	5,202	32,435	65,651	6,547	33,267,400	203,494,500
By River	24,056	151,854	.....	.....	1,944	.....	.....	.....	8,639	446,682	4,605,511

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1895.—CONTINUED.

DATE—1895.	POTATOES.		RYE.		RICE.		SALT.		SHEEP.		SUGAR.	
	Packages.	Bushels.	Sacks.	Bush.	Pkgs.	Sacks.	Bbls.	Bu. Bk.	Head.	Hds.	Bbls.	Bags.
January	23,521	19,370	28	6,080	6,426	455	14,680	1,120	2,345	384	39,507	50,417
February	16,708	26,936	.....	11,490	4,862	1,017	7,150	2,240	2,679	119	27,777	23,057
March	34,292	62,292	342	20,294	6,184	1,460	12,921	12,394	2,008	23	30,394	18,113
April	21,082	13,155	90	7,308	8,422	2,670	14,078	22,400	19,053	18	22,777	14,723
May	17,084	2,080	.....	1,160	9,490	3,393	16,689	1,680	26,196	61	27,967	17,730
June	81,764	159,617	.....	.....	4,958	1,208	22,209	1,680	25,195	2	24,556	13,631
July	95,840	175,843	30	4,388	3,211	160	25,009	.....	9,988	.....	24,694	16,372
August	27,093	96,587	.....	9,970	2,986	1,803	38,254	560	11,514	.....	22,670	16,379
September	31,566	63,924	348	10,022	3,273	504	33,005	3,920	8,586	30	22,239	13,820
October	24,500	129,880	122	44,016	4,473	1,593	37,297	3,920	6,557	.....	23,445	13,571
November	14,140	50,230	.....	35,188	3,305	2,455	27,050	560	2,568	149	24,464	18,890
December	13,187	36,510	.....	21,220	4,623	305	35,219	3,920	3,079	994	40,262	38,677
Total	400,747	826,724	960	171,136	62,213	17,043	283,541	54,320	119,768	1,780	330,772	255,780
By Railroad	382,761	826,724	920	171,136	59,965	16,517	259,591	54,320	119,059	1,689	309,291	244,682
" River	17,986	.....	40	.....	2,248	526	23,950	.....	709	91	21,481	11,098

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1895.—CONCLUDED.

Date—1895.	SOAP. Boxes.	TALLOW. Pounds.	TOBAC- CO. Hhds.	TOBACCO. Manufac- tured Pounds.	WHEAT.		WHISKY AND HIGH- WINES. Barrels.	WOOL Pounds.	WHITE LEAD. Pounds.	ZINC AND SPELTER. Slabs.
					Sacks.	Bushels.				
January	49,907	132,980	380	5,715,900	50	1,089,701	9,331	655,800	2,215,650	66,866
February	61,405	614,900	421	5,207,300	1,406	618,143	11,896	889,200	2,158,700	92,018
March	60,040	209,400	542	5,518,500	9,853	722,292	12,233	844,300	4,760,500	75,913
April	48,933	199,100	372	6,141,960	12,381	638,666	9,315	1,219,800	5,143,400	91,069
May	48,925	26,900	390	6,198,400	11,719	1,380,362	9,306	1,686,000	5,190,150	124,808
June	63,970	.....	602	6,026,200	2,890	499,609	8,010	3,550,400	4,276,700	143,366
July	44,812	312,700	458	6,317,200	3,366	302,445	8,617	4,094,600	3,449,800	131,003
August	45,456	833,700	652	7,775,300	5,669	501,379	7,824	1,662,700	3,931,550	125,457
September	50,946	508,900	535	6,501,300	5,046	448,965	7,679	987,400	3,720,600	122,318
October	66,806	2,164,400	697	5,773,300	1,405	755,392	9,218	2,141,400	3,178,800	146,702
November	76,948	148,800	679	5,633,000	886	359,173	10,045	1,236,900	2,740,900	115,376
December	46,827	1,161,000	158	5,523,400	883	437,490	10,840	1,557,600	2,037,600	90,643
Total	664,975	6,312,700	5,886	72,331,760	55,554	7,753,617	114,305	20,526,100	42,803,950	1,325,539
By Railroad	635,863	6,312,700	5,872	71,545,400	30,651	7,315,003	111,097	20,483,800	39,147,000	1,325,539
By River	29,112	.....	14	786,360	24,903	438,614	3,208	42,300	3,656,950	.....

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896.

By RAILROAD.	APPLES. Barrels.	ALE & BEER. Pkgs.	RAG- GING Rolls	BARLEY.		BUTTER. Pounds.	BEANS. Pkgs.	BEEF. Bbls and Tcs.	BARED WIRE. Pounds.	BEEF. CANNED. Pounds.
				Sacks	Bu.					
Chicago & Alton R. R., Mo. Div.	687	36,018	28			2,000	172		1,119,800	
Mo. Pacific R. R.	3,163	452,446				11,460	7,801		13,914,800	
St. Louis & San Francisco R. R.	5,721	272,708	36,943	90	2,100	89,880	6,068		14,635,200	1,500
Wabash R. R. (West).	81,152	183,136	675			89,886	8,178		1,241,200	
St. Louis, Kansas City & Colorado R. R.		91,745	15,930							
Mo., Kansas & Texas R. R.	5,136	82,622	30,068			10,120	1,383		7,060,000	
St. Louis & Northwestern R. R.	6,927	692,708	81,631			64,890	959		2,132,100	
St. Louis & Iron Mountain R. R.	81,643	37,101	54,525			1,068,875	3,480		3,322,800	29,000
St. L., A. & T. H. R. R. (Cairo S. Line).	4,684	16,914	6,879			117,170	2,159		1,267,500	
Illinois Central R. R.	18,265	22,071	789			612,280	1,876	28	1,167,000	16,600
Louisville & Nashville R. R.	1,838	186,383	9,402			102,165	1,644		447,900	384,770
Mobile & Ohio R. R.	9,109	54,432	7			34,160	1,537		2,645,100	
Baltimore & Ohio S.-W. R. R.	1,108	73,604				1,760	572			500
Chicago & Alton R. R.	3,904	118,727	310			36,760	2,094	100	231,700	1,086,200
Cleveland, Cincinnati, Chicago & St. L. R. R.	26,848	112,339	58			14,060	674	160	64,900	
Vandalia R. R.	7,135	149,692	1,463			48,890	1,333		615,600	65,800
Wabash R. R. (East).	23,477	146,916	735			27,125	6,929		19,500	10,200
Toledo, St. Louis & Kansas City R. R.	23,153	10,705				2,727,155	2,802		80,400	3,977,200
Chicago, Peoria & St. Louis R. R.	27,663	55,498								27,000
Chicago, Burlington & Quincy R. R.	5,587	78,470					383		132,400	80,000
St. Louis, Keokuk & Northwestern R. R.	59,970	241,235					43		16,800	
St. Louis, Chicago & St. Paul R. R.	50,998	2,153	2				18,729		5,673,300	
St. Louis & Eastern R. R.	1,356					1,900	310		142,800	
St. Louis, Belleville & Southern R. R.	26						26		5,200	
Total by Rail.	358,534	3,150,083	236,225	90	44,691	5,061,055	68,641	288	55,674,600	5,648,770
By River	7,888	32,096	62,146	138		25,496	7,336	699	1,879,900	
Total by Rail and River	366,422	3,182,179	298,371	228	44,691	5,086,550	76,977	986	57,554,500	5,648,770

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1895—CONTINUED.

BY RAILROAD.	FRESH BEEF. Pounds.	BOOTS AND SHOES. Cases.	BRAN.		CATTL. Head.	Caster Beans. Bu. Bk.	Cheese. Bxs.	COAL. Tons.	Coffee. Bags.	CORN.	
			Sacks.	Cars. Bk.						Sacks.	Bushels.
Chicago & Alton, Mo. Div.	13,890		30		278		4,174	3,928	11,523		
Mo. Pacific R. R.	74,034		3,185	1	1,613		9,405	92,988	35,294	687	2,868
St. Louis & San Francisco R. R.	92,100		1,262		5,587		12,503	23,652	42,505	172	3,400
Wabash R. R. (West).	51,035		280		6,044		7,759	76,845	70,125	77	2,338
St. Louis, Kans. City & Colorado R. R.			163	2				5,797			
Mo., Kansas & Texas R. R.	43,687		7		1,139		3,845	22,933	8,721		
St. Louis & Southwestern R. R.	55,600		6,443				13,275	656	5,886		2,790
St. Louis & Iron Mountain R. R.	2,292,300	96,196	30,022	66	281		75,503	20,350	10,308		683,558
St. L., A. & T. H. R. R. (Cairo S. Line.)	11,500	24,618	1,347	1	363		14,856	491	20,977		141,690
Illinois Central R. R.	34,539		11,715		71		5,227	42	11,296		155,160
Louisville & Nashville R. R.	1,682,600		40,117	1	278		891	152	5,249		493,254
Mobile & Ohio R. R.	24,544		12,821	1	479		23,549	485	12,504		72,852
Louisville, Evansville & St. Louis R. R.	13,406		6,440	17	1,369		834	83	4,288	902	817,907
Baltimore & Ohio S-W. R. R.	43,775,100	7,375	6,714		14,631	500	2,031		4,673	75	1,313,954
Chicago & Alton R. R.	67,000	6,682	390,798	23	84,430		155	905	10,133	187	3,564
Cleveland, Cin., Chi. & St. Louis R. R.	61,581,400	8,892	9,723	19	32,805		892		3,118	1,232	975,948
Vandalia R. R.	15,877		13,280	34	25,018		1,370	273	4,015	196	119,290
Wabash R. R. (East.)	79,193,700	26,550	294,933	151	67,734		1,628	80	4,102	13,890	190,006
Toledo, St. Louis & Kans. City R. R.	4,547,700	419	171,174	2	23,360					286	290,418
Chicago, Peoria & St. Louis R. R.	50,000	4,550	6,054	6	3,351		23	2,187	516		221,510
Chicago, Burlington & Quincy R. R.	1,318		4,400		4,695		50	20,293	507		700
St. Louis, Keokuk & Northwestern R. R.	54,447				2,249		218	29,788	24,210	380	2,100
St. Louis, Chicago & St. Paul R. R.	1,910				873		536	404	1,761		
St. Louis & Eastern R. R.	300						140		218		
St. Louis, Belleville & Southern H. R.								170			
Total by Rail.	238,911,200	669,441	950,300	342	272,748	500	178,987	312,462	291,820	70,652	5,383,237
By River.	55,400	29,950	50,275		1,990		6,256	47,402	13,157	44,455	1,252,811
Total by Rail and River.	238,966,600	699,391	1,000,575	342	274,738	500	185,193	359,864	304,977	115,107	6,636,048

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1895—CONTINUED.

THE CITY OF ST. LOUIS.

287

BY RAILROAD.	CORN MEAL. Barrels.	COTTON SEED MEAL. Bales.	COTTON MEAL. Tons.	CAR. DRES. Boxes.	DRYED FRUIT. Packs.	EGGS. Packs.	FLAX SEED.		FLOUR. Barrels.	FERTILIZER. Tons.	GREASE. Pounds.
							Sacks.	Bu. Bulk.			
Chicago & Alton R. R., Mo. Div.	120		53	1,124	17,458	20			160		
Mo. Pacific R. R.	94	50	2,040	40,232	15				1,827	112	
St. Louis & San Francisco R. R.	1,108			31,835	13,870	376			30,973		
Wabash R. R. (West).				14,712	13,814				424		
St. Louis, Kansas City & Colo. R. R.				63	8,398	30			26,498		
Mo., Kansas & Texas R. R.				519	4,033	4			171,735		
St. Louis & Southwestern R. R.	7,135			10,306	19,033	700			248,738	4,290	
St. Louis & Iron Mountain R. R.	45,538			1,670	1,008				63,009	884	
St. L. A. & T. H. R. R. (Cairo S. Line).	5,037			2,597	1,574				149,231	310	
Illinois Central R. R.	20,085				3,151	6			191,893	6,473	
Louisville & Nashville R. R.	9,804	1,079		787	7,923				277,190	1,237	
Mobile & Ohio R. R.	19,015			131	5,823				3,454	9,311	
Louisville, Evansville & St. Louis R. R.	3,892	1,551	26	181	8,494	18,999			45,279	7,092	506,600
Baltimore, Ohio & W. R. R.		64,129	1,093	26	10,444	14,442			153,792	379	247,000
Chicago & Alton R. R.		224,838	3,431		8,143	65,073		26,330	108,195	1,915	673,000
Cleveland, Cin. Chl. & St. Louis R. R.		107,947	7,771	520	9,147	15,899		43,134	36,477	1,684	597,100
Vandalia R. R. (East).	274	129,954	2,367	3,350	3,817	228,562		19,876	115,533	1,987	
Wabash R. R.		130,483	9,447			13,466		12,468	69,990	3,723	
Toledo, St. Louis & Kansas City R. R.		57,141	2,881		524			5,786	2,486	135	50,000
Chicago, Burlington & Quincy R. R.		3,293	1,304					44,900	1,697		
St. Louis, Keokuk & Northwestern R. R.		6,541		30,944	29,738	265			1,523		
St. Louis, Chicago & St. Paul R. R.				33	424	6			130		
St. Louis & Eastern R. R.				69	16						
St. Louis, Belleville & Southern R. R.											
Total by Rail	119,815	725,862	20,394	138,811	173,287	413,810		235,846	1,900,273	38,973	2,073,700
By River	116,684			1,399	9,076	204			845,386	21	
Total by Rail and River	236,499	725,905	20,394	139,710	182,363	413,014		235,846	2,145,659	38,994	2,073,700

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

By RAILROAD.	HAY. Tons.	HORSES & MULES. Head.	HIDES. Pounds.	HOMINY & GRITS. Bbls.	HOGS. Head.	LARD. Pounds.	LEAD. Pigs.	LUMBER.		MALT. Sacks.
								Cars.	M Feet.	
Chicago & Alton, Mo. Div.	.....	75	.....	.....	.....	34,200	.....	339	.....	592
Mo. Pacific R. R.	272	723	292,400	407	125	2,420,550	9,374	9,165	.....	10,353
St. Louis & San Francisco R. R.	1,971	645	.....	1,738	17	3,740,200	1,659	3,768	.....	5,043
Wabash R. R. (West).	746	178	32,900	2,128	192	195,800	.....	3,678	.....	3,957
St. L., Kansas City & Colorado R. R.	224	.....	.....	.....	.....	.....	.....	43	.....	.....
Mo., Kansas & Texas R. R.	343	189	.....	4	.....	1,545,100	21	278	.....	1,110
St. Louis & Iron Mountain R. R.	185	1,682	1,900	417	.....	1,620,100	1,050	13	.....	4,886
St. Louis & Southwestern R. R.	8,257	16,364	809,100	4,003	120	12,696,500	1,699	262	.....	26,689
St. L., A. & T. H. R. R. (Cairo S. Line)	3,676	4,149	167,900	3,352	80	3,420,700	1,970	144	.....	7,615
Illinois Central R. R.	4,731	8,711	.....	6,135	.....	3,395,200	1,103	9	.....	34,214
Louisville & Nashville R. R.	8,202	25,116	244,100	11,004	.....	3,341,100	9,783	205	.....	10,754
Mobile & Ohio R. R.	4,623	8,238	233,800	1,185	239	3,292,300	1,977	102	.....	5,169
Louisville, Evansville & St. Louis R. R.	1,563	787	4,367,300	6,306	808	3,711,200	12,643	212	.....	21,262
Baltimore & Ohio S.-W. R. R.	4,412	3,049	8,743,700	.....	48,632	5,028,000	198,863	421	.....	5,061
Chicago & Alton R. R.	9,973	661	3,220,500	.....	47,185	3,982,200	60,985	1,867	.....	8,324
Cleveland, Cin. Chi. & St. Louis R. R.	7,558	2,135	3,607,500	2	121,614	3,673,100	101,505	1,666	.....	2,787
Vandalia R. R. (East).	7,732	3,190	16,645,800	25	134,277	2,696,100	186,833	2,000	.....	5,125
Wabash R. R. (East).	2,723	1,853	27,196,400	260	51,300	23,541,200	273,304	1,933	.....	7,135
Toledo, St. Louis & Kansas City R. R.	2,585	280	4,357,800	.....	194,812	7,940,900	60,032	1,405	.....	4,400
Chicago, Peoria & St. Louis R. R.	3,880	105	7,948,800	.....	177	1,375,800	24,757	2,203	.....	3,000
Chicago, Burlington & Quincy R. R.	.....	158	.....	.....	5,180	.....	1,600	2,685	.....	.....
St. Louis, Keokuk & Northwestern R. R.	.....	36	177,000	.....	.....	30,200	1,623	3,256	.....	12,800
St. Louis, Chicago & St. Paul R. R.	164	4	122,500	.....	.....	3,000	.....	237	.....	.....
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	.....	10	.....	.....
St. Louis, Belleville & Southern R. R.	51	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail.....	65,226	78,328	78,039,400	41,966	604,848	86,983,450	950,781	32,907	.....	178,526
By River.....	3,720	3,608	.....	15,240	471	7,747,616	5,741	.....	2,908	2,870
Total by Rail and River.....	69,046	81,926	78,039,400	60,206	605,319	94,731,066	956,522	32,907	2,908	176,396

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1895—CONTINUED.

By RAILROAD.	MIDSE. AND SUN- DRIES.		MOLASSES.		NAILS.	OATS.		OIL CAKE.	ONIONS.	ORE—Tons.		Pig IRON. Tons.
	Pack- ages.	Cars.	Bar- rels.	Kegs.		Sacks.	Bushels.			Iron.	Zinc.	
Chicago & Alton R. R., Mo. Div.	351,815	1,458	125	55	14,581				577			789
Mo. Pacific R. R.	4,013,510	24,010	4,883	961	90,173	1,421	48,770	26	1,984	160		4,702
St. Louis & San Francisco R. R.	1,235,320	17,475	7,117	5,965	78,444	688	3,600		4,190			237
Wabash R. R. (West).	949,680	20,477	9,497	10,353	35,046	196	23,913	20	10,725			1,948
St. Louis, Kansas City & Colorado R. R.	345	345					12,120		580			1,244
Mo., Kansas & Texas R. R.	363,155	5,440	1,246	1,161	48,996	7	1,706		4,311	483		52
St. Louis & Southwestern R. R.	609,060	3,267	2,290	1,561	13,765	294	5,465		14,247			202
St. Louis & Iron Mountain R. R.	5,378,410	7,386	2,425	478	52,107	17,514	396,577		2,791	3		1,453
St. L., A. & T. H. R. R. (Calro S. Line.)	523,695	2,121	3,253	269	10,370	19,784	503,985		17,241			38
Illinois Central R. R.	374,410	1,263	4,082	81	12,959	13,260	245,272		878			577
Louisville & Nashville R. R.	380,119	10,608	259	63	8,498	33,007	634,137		4,241	1,150	25	16
Mobile & Ohio R. R.	1,212,880	10,719	5,547	1,805	22,986	76,432	647,323		326			100
Louisville, Evansville & St. Louis R. R.	247,930	1,846	910	521	1,607	20	205,951	12	1,351	382		3,518
Baltimore & Ohio S.-W. R. R.	288,392	3,031	1,170	723	4,810	1,110	50,555		1,574	12		9,338
Chicago & Alton R. R.	611,465	2,680	3,422	561	1,791	125	6,872		1,493	752	472	1,724
Cleveland, Cin., Chi. & St. Louis R. R.	643,020	4,534	689	59	3,168	1,912	44,713		1,337	1,853	25,598	6,842
Vandalia R. R.	1,331,935	4,561	847	529	3,208	800	16,340	32	218	46		157
Wabash R. R. (East).	536,345	7,904	1,472	69	1,586		10,290		542	281	4,703	
Toledo, St. Louis & Kansas City R. R.	309,280	2,776			1,805		166,815		196			2,542
Chicago, Peoria & St. Louis R. R.	416,660	4,295	45	10	656		1,209		30			26,946
Chicago, Burlington & Quincy R. R.	241,680	7,052	3,555		600				180	20	1,612	2,698
St. Louis, Keokuk & Northwestern.	1,178,890	15,142	11,511	120	60,300				21			519
St. Louis, Chicago & St. Paul.	132,475	2,532	114		1,125		1,240					
St. Louis & Eastern R. R.	29,760		50		107							
St. Louis, Belleville & Southern R. R.	1,000	235					1,240					
Total by Rail	21,340,285	161,466	34,499	25,384	488,677	171,559	2,983,209	90	68,266	5,202	32,435	65,651
By River	1,384,730		7,038	946	24,066	151,864			1,944			
Total by Rail and River	22,725,015	161,466	71,537	26,329	492,733	323,413	2,983,209	90	70,310	5,202	32,435	65,651

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONTINUED.

BY RAILROAD.	PORK PRODUCT.			POTATOES.		RYE.		RICE.
	Bbl's Pork. Bds.	Hams. Pounds.	Meats. Pounds.	Pkgs.	Bush.	Sacks.	Bush.	
Chicago & Alton, Mo. Div.			126,000	420				633
Mo. Pacific R. R.	17	176,200	1,391,100	9,595	5,325			10,311
St. Louis & San Francisco R. R.		171,700	77,800	33,460	24,443			2,933
Wabash R. R. (West).		203,200		42,952	1,300			5,772
St. Louis, Kansas City & Colorado R. R.								
Mo., Kansas & Texas R. R.		129,900	1,159,900	12,703	9,383			16
St. Louis & Southwestern R. R.	211	595,200	3,500,500	15,790	7,469			937
St. Louis & Iron Mountain R. R.	1,175	2,409,900	99,083,600	55,822	65,330	460	4,100	1,319
St. L., A. & T. H. R. R. (Calro Short Line.)	1,253	877,900	12,411,600	4,501	37,600		1,294	2,897
Illinois Central R. R.	966	686,900	9,065,600	9,199	131,461			2,137
Louisville & Nashville R. R.	663	1,070,700	9,642,100	3,791	27,430		30,120	357
Mobile & Ohio R. R.	574	436,700	22,272,900	10,714	28,941	432		9,226
Louisville, Evansville & St. Louis R. R.	377	523,900	11,254,400	2,581	10,290		112,952	733
Baltimore & Ohio Southwestern R. R.	141	3,183,100	3,383,200	6,766	15,850		6,416	2,256
Chicago & Alton R. R.		185,500		46,297	40,056			3,814
Cleveland, Cincinnati, Chicago & St. Louis R. R.	101	2,088,400	2,632,500	9,147	74,329		9,654	457
Vandalia R. R.	2	3,173,400	1,584,400	6,976	185,252		5,700	1,326
Wabash R. R. (East).	1,160	13,333,900	12,055,500	70,915	56,290		900	10,166
Toledo, St. Louis & Kansas City R. R.		3,605,306	12,907,300	24,893	14,000			
Chicago, Peoria & St. Louis R. R.			200,000	2,493	37,374			160
Chicago, Burlington & Quincy R. R.				330	41,250			3,027
St. Louis, Keokuk & Northwestern R. R.				1,038	1,710			1,383
St. Louis, Chicago & St. Paul R. R.	2	1,600	23,000	2,283	4,660			68
St. Louis & Eastern R. R.		4,000	12,600	50				37
St. Louis, Belleville & Southwestern R. R.								
Total by Rail	8,547	83,267,400	203,494,500	392,761	826,724	920	171,136	59,965
By River	8,639	446,632	4,066,511	17,956		40		2,248
Total by Rail and River	15,186	83,714,032	208,100,011	400,747	826,724	960	171,136	62,213

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1895—CONTINUED.

THE CITY OF ST. LOUIS.

391

BY RAILROAD.	SALT.		SHEEP.	SUGAR.		SOAP.	TALLOW.	TOBACCO
	Sacks.	Barrels		Hhds.	Barrels.		Pounds.	
Chicago & Alton, Mo. Div.....		5,055	1,261		13,369	8,449		
Mo. Pacific R. R.....	4,327	20,734	1,112	206	29,551	166,367		21
St. Louis & San Francisco R. R.....	564	22,471	905	14	29,552	49,182	300	20
Wabash R. R. (West).....	3,220	46,080	8,732	26	32,423	25,084		675
St. Louis, Kansas City & Colorado R. R.....		3,899			32,494	46,813		
Mo., Kansas & Texas R. R.....	1,500	37,605	592	9	80			21
St. Louis & Southwestern R. R.....	355	5,581			13,040	48,657		5
St. Louis & Iron Mountain R. R.....	648	38,482	619		5,625	19,797		
St. L. A. & T. H. R. R. (Calro S. Line.)	530	37,875	297	5	19,211	128,774	326,000	
Illinois Central R. R.....	20	23,289		8	17,121	28,832	683,900	10
Louisville & Nashville R. R.....		1,850	248	5	9,282	14,919		181
Mobile & Ohio R. R.....	917	15,824		58	4,175	18,560		
Louisville, Evansville & St. Louis R. R.....	200	1,852		3	7,587	30,324		453
Baltimore & Ohio St. W. R. R.....		1,384	1,446	3	7,587	27,111	25,500	393
Chicago & Alton R. R.....		40	38,793	836	10,306	10,425	2,522,100	192
Cleveland R. R.....		320	6,511	3	3,618	4,941	1,323,100	33
Wabash R. R. (East).....		382	6,500	176	5,268	8,739	1,087,000	261
Toledo, St. Louis & Kansas City R. R.....	981	151	39,208	21	3,228	5,425	266,900	1,094
Chicago, Peoria & St. Louis R. R.....		22	5,317			3,331		53
Chicago, Burlington & Quincy R. R.....	950	350	1,090	51	1,556	476		468
St. L., Keokuk & Northwestern R. R.....	2,306	494	6,257	68	39,831	37,769		476
St. Louis, Chicago & St. Paul R. R.....		252	3,164	191	57,052	48,285		1,064
St. Louis & Eastern R. R.....			1,067	3	1,816	1,027		
St. Louis, Belleville & Southern R. R.....		500			381	283		
Total by Rail.....	16,517	253,591	119,050	1,089	306,291	635,363	6,312,700	5,872
By River.....	526	23,950	709	91	21,481	29,112		14
Total by Rail and River.....	17,043	283,541	119,768	1,780	330,772	664,975	6,312,700	5,886

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1895.—CONCLUDED.

By RAILROAD.	TOBACCO. Mfctd. Pounds.	WHEAT.		WHISKY & HIGHWINES. Barrels.	WOOL. Pounds.	WHITE LEAD. Pounds.	ZINC AND SPELTER. Slabs.
		Sacks.	Bushels.				
Chicago & Alton, Mo. Div.....	1,142,700	.....	.....	1,986	.....	460,800	.....
Mo. Pacific R. R.....	7,065,500	97	15,466	12,467	86,000	3,767,800	.....
St. Louis & San Francisco R. R.....	4,879,900	.....	33,114	26,212	12,000	2,197,500	.....
Wabash R. R. (West).....	9,381,100	.....	520	21,378	.....	3,590,200	.....
St. Louis, Kansas City & Colorado R. R.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.....	2,386,100	.....	117,845	3,453	.....	763,400	.....
St. Louis & Southwestern R. R.....	1,616,200	300	21,918	4,033	500	468,900	.....
St. Louis & Iron Mountain R. R.....	3,941,500	1,061	1,477,619	10,631	1,400	1,552,000	.....
St. L., A. & T. H. R. R. (Calro Short Line).....	946,500	1,270	1,401,630	1,432	.....	236,200	.....
Illinois Central R. R.....	987,000	323	14,969	1,679	.....	465,100	.....
Louisville & Nashville R. R.....	1,339,300	3,836	1,075,427	2,563	863,700	1,475,900	.....
Mobile & Ohio R. R.....	1,028,000	7,110	416,109	4,009	.....	953,400	2,425
Louisville, Evansville & St. Louis R. R.....	737,200	255	422,116	471	2,619,700	743,900	15,253
Baltimore & Ohio Southwestern R. R.....	6,275,100	184	813,536	453	1,458,300	410,750	219,126
Chicago & Alton R. R.....	1,696,200	6,512	34,604	51	1,632,700	6,488,100	190,953
Cleveland, Cincinnati, Chicago & St. Louis R. R.....	3,941,200	160	918,515	513	4,345,500	6,064,300	41,253
Vandalia R. R. (East).....	9,655,900	475	119,906	776	251,900	1,473,700	238,210
Wabash R. R.....	3,449,400	4,272	192,040	406	4,575,800	1,587,200	313,365
Toledo, St. Louis & Kansas City R. R.....	469,900	4,791	163,375	.....	819,600	41,400	104,064
Chicago, Peoria & St. Louis R. R.....	3,165,700	.....	28,285	47	3,290,200	118,200	196,860
Chicago, Burlington & Quincy R. R.....	243,800	.....	43,760	2,119	62,000	423,900	.....
St. Louis, Keokuk & Northwestern R. R.....	6,973,700	.....	15,114	139,100	5,792,750	.....	.....
St. Louis, Chicago & St. Paul R. R.....	253,900	.....	1,170	269	351,400	64,400	.....
St. Louis & Eastern R. R.....	16,500	.....	.....	95	.....	.....	.....
St. Louis, Belleville & Southwestern R. R.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail.....	71,545,400	30,861	7,315,003	111,097	20,493,800	39,147,100	1,325,539
By River.....	786,860	24,063	438,614	3,206	42,300	3,656,860	.....
Total by Rail and River.....	72,331,760	55,554	7,753,617	114,305	20,536,100	42,803,960	1,325,539

DIED 1895.

BARRETT, J. R.....	August 10.
BROCKMAN, PHILLIP	October 17.
BRUENING, CHARLES	April 3.
CASEY, JOHN F	August 20.
CHAPMAN, CHAS. L.....	December 29.
CHASE, WM. L.....	October 7.
COPP, SAMUEL.....	February 9.
FINIGAN, T. J.....	November 13.
FRITSCH, C. R.....	March 5.
GARNEAU, JOSEPH, Sr.	July 23.
GILLIS, JOHN.....	December 8.
GRIESEDIECK, ANTON.....	December 18.
HAHN, FERD.....	August 24.
HALLIDAY, HENRY L.....	September 2.
HARBERS, F.....	August 9.
HIBBARD, H. W.....	January 17.
HILTENBRAND, EUGENE.....	September 8.
HINSMAN, CHAS. B.....	November 19.
HOWARD, THOMAS.....	October 12.
HUCH, HENRY.....	August 2.
HUMPHREYS, W. S.....	October 20.
KRAUSS, CHRIST J.	July 18.
LAMWERSICK, FRED.....	October 25.
LANSING, A. B., Jr.	December 5.
LINK, ERNST.....	October 17.
MATHEY, C. F.....	April 28.
MULLALLY, DANIEL.....	January 22.
PERRY, JOHN D.....	August 24.
POWELL, R. W.....	April 4.
ROGERS, HUGH.....	December 5.
RUSSELL, THOS. GREER..	December 30.
RYAN, FRANK H.....	May 28.
SCHREIBER, W.....	March 1.
SELLS, MILES.....	June 4.
TEMMEYER, PHILIP.....	July 16.
THOMPSON, CHAS. L... ..	May 22.
TIERNAN, JOSEPH H.....	September 1.
TUNSTALL, R. J.....	October 19.
VAN DORP, J.....	September 13.

MEMBERS

OF THE

Merchants' Exchange of St. Louis.

January 13th, 1896.

NUMBER OF MEMBERS, 2,518.

Members are requested to examine with reference to their own name and address, and report to the secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abeles, J. D.		Terminal Hotel	Union Station.
Abeles, Robt.	Abeles & Taussig,	Lumber	Rialto Building.
Abbott, Augustus L.	R. G. Dun & Co.	Mercantile Agency	814 Pine St.
Able, Sam. T.	R. G. Dun & Co.	Mercantile Agency	Cham. of Com.
Abraham, W. D.	Abraham & Gerdes,	Feed	E. St. Louis, Ill.
Ackerson, J. O.	Crystal Plate Glass Co.	Storekeeper	Crystal City, Mo.
Adams, C. M.	Waters-Pierce Oil Co.	Sec'y and Treas.	Odd Fellows' Building,
Adams, R. M.			207 Chamber of Commerce.
Adams, W. H.	Jno. Purcell & Co.	Butter and Com.	223 N. Second st.
Adler, Ben.	Adler, Goldman & Co.	Cotton	195 Gravier st., N. O.
Adler, Joseph		Broker	Fort Smith, Ark.
Aglar, James F.	Union Pac. Railway,	Railroad Agent	211 N. Fourth st.
Ahrens, Aug.		Real Estate Agent	326 Market st.
Akin, Thomas		Commission	203 Cham. of Commerce.
Albers, C. H.	C. H. Albers & Co.	Commission	400 Cham. of Commerce.
Albrecht, Victor		Burlaper	200 N. Commercial.
Albrecht, H. S.	Schoellhorn-Albrecht	Machine Company	610 N. Levee.
Allaway, Jas. W.	Armour Packing Co.		2030 Clark ave.
Allen, Geo. L.	Fulton Iron Works,		Second and Carr sts.
Allen, George W.	Mo. & Ill. Coal Co.		Rialto Building.
Allen, Edmund T.	E. T. & C. B. Allen,	Lawyers	Wainwright Building.
Allen, James H.	Allen-West Com. Co.		104 S. Main st.
Allen, Chas. Claflin		Lawyer	Security Building,
Allen, J. Oran,	Messmore, Gannett & Co.		509 Cham. of Commerce.
Allen, H. W.	Allen-West Com. Co.		104 S. Main st.
Alexander, Chas. H.	Kehlor Bros.		Chamber of Commerce.
Allison, James W.			217 N. Third st.
Alt, Henry		Livery	3029 Shenandoah.
Althaus, W. E.	Western Brass Mfg. Co.	Secretary	615 Walnut st.
Altheimer, Gustave	Gus Altheimer Co.	Broker	711 Pine st.
Altheimer, Benj.		Bonds, Stocks	and Investm't Secur's
Ambs, Joseph B.			206 N. Fourth st.,
Ames, Henry			303 N. Fourth.
Ames, Wm. P.			Leffingwell and N. Market st.
Ande, Geo.		Pork Packer	2869 S. Jefferson ave.
Anderson, W. B.	Nanson Com. Co.		202 Cham. of Commerce.
Anderson, W. T.	United Elevator Co.	President	Rialto Building.
Anderson, J. F.	Georgia Railway,	G. W. Agent	Fourth and Chestnut.
Anderson, W. M.	G. M. Munger & Co.	Laundry	2310 Washington ave.
Anderson, Lorenzo E.	Anderson &	Wade Real Estate Co.	Columbian Bldg.
Andrews, Wm. O.	Andrews & Robinson,		2111 Washington ave.
Annan, R. P.	Annan, Burg & Smith,	Commission	326 Chestnut st.
Anthony, Henry	Anthony & Kuhn	Brewing Co.	Victor and Tenth.
Arbuckle, James, Sr.	Arbuckle & Co.	Brokers,	Bank of Commerce Bld'g.
Archer, W. B.			2320 Washington ave.
Arens, Henry C.		Commission	304 N. Commercial st.
Arnold, C. H.	Jno. Wahl & Co.	Commission	2 S. Main st.
Arnold, Henry	Jno. G. Haas Soap Co.	Soap	302 Wash st.
Arr, Eggert	Eggert Arr & Co.		310 S. Third st.
Atkinson, Robt. T.	Anglo-Am. Prov. Co.		309 N. Second st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Atkinson, Robt.	Robt. Atkinson & Co.	Commission	314 N. Main st.
Aufderheide, A. G.	F. W. Aufderheide,	Commission	22 S. Commercial st.
Aufderheide, F. W.			22 S. Commercial st.
Aufderheide, Walter	F. W. Aufderheide,	Commission	22 S. Commercial st.
Augst, G. A. W.	Fourth National Bank,	Cashier	Rialto Building.
Avery, J. W.		Fire Insurance	223 Chestnut st.
Avery, E. H.	Waters-Pierce Oil Co.,		Odd Fellows' Building.
Aycock, O. L.	O. L. Aycock & Co.,	Commission	112 Market st.
Backer, Henry			1308 S. Fourteenth st.
Backer, Mathias			601 S. Main st.
Backer, George H.	Fuss & Backer,	Flour	601 S. Main st.
Bacon, Williamson	Tyler Estate,	President	406 Market st.
Baer, Bernard	Bernard Baer & Co.,	Produce and Provisions	114 Elm st.
Baer, Herman	B. Baer & Co.,	Wholesale Grocers	Ft. Smith, Ark.
Bailey, David		Real Estate	621 Chestnut st.
Bailey, Chas. H.		Real Estate	304 N. Seventh st.
Bailey, H. V.,	James Hogan Printing Co.		310 Elm st.
Bain, Walter	W. D. Orthwein Grain Co.		Chamber of Commerce.
Baird, W. J.			St. Charles, Mo.
Baker, George A.,	Continental Nat'l B'k,	President	Fourth and Olive.
Baker, Jno. F.			4360 St. Louis ave.
Baker, I. G.			411 Olive st.
Baker, E.	Patton, Bell & Co.,	Cotton	Cotton Exchange.
Baker, Walter H.	National Lead Co.		Tenth and Clark ave.
Baker, J. E.	Baker Bros.,	Insurance	421 Olive st.
Baker, Jesse T.,	St. Louis Com. Co.		124 N. Main st.
Baker, Geo.	St. Louis Milling Co.		Carlinville, Ill.
Baker, Wm. J.	Richmond Mfg. Co.		410 Chamber of Commerce.
Ball, D. C.	Ball & Warren.	Commission Co.	109 Walnut st.
Ball, Phillip De C.		Ice Machines	912 N. Main st.
Ballantine, John	Coey & Co.,	Pork Packers	Keokuk, Io.
Ballard, T. R.	Ballard, Messmore &	Braun, Commission	Republic Building.
Ballard, J. O., Jr.	Ballard, M. & Braun,	Commission	Republic Building.
Bang, Adolphus	Teichman Com. Co.	Vice-President	Republic Building.
Bannantine, Geo. A.	Bannantine Galv'd	Iron Mfg. Co.	113 Souland st.
Bannerman, Jas.	Meyer, Bannerman &	Co., Saddlery	614 N. Sixth st.
Barada, F. X.	Barada-Ghio Real	Estate Co.	915 Chestnut st.
Bardenheier, John		Liquors	212 Market st.
Barklage, Louis,	Wernse & Dieckman,	Brokers	317 N. Fourth st.
Barnard, Geo. D.,	Geo. D. Barnard & Co.,	Mfg. Stationers,	Vandeventer & Laclede.
Barnes, E. H.			3526 Lindell ave.
Barnes, B. S.			203 Cham. of Commerce.
Barnes, Chas. W.	Crystal Plate Glass	Co., Treasurer	Wainwright Building.
Barney, Chas. E.	Scruggs, Vandervoort	& Barney D. G. Co.,	Broadway & Locust
Barnhart, Wm. R.	Barnhart Mer. Co.,	Fancy Groceries	826 N. Third st.
Barnhart, Cary L.	Barnhart Mer. Co.,	Fancy Grocers	826 N. Third st.
Barnidge, Aug. J.	with Chas. E. Prunty,	Clerk	1 S. Main st.
Barnidge, Frank J.	Chas. E. Prunty,	Seeds	1 S. Main st.
Barret, Arthur B.	Barret-Moore Com.	Co.	122 N. Commercial st.
Barrows, John C.	Barrows & Karst,	Insurance	407 N. Broadway.
Barry, Thos. J.	Essmuelier & Barry,	Mill Builders	Twenty-first & Walnut
Barstow, Chas. W.		Paints and Oils	617 N. Second st.
Barthels, Aug.	St. Louis Syrup Refining	Co.	14 N. Second st.
Bartlett, Jas. A.	Bartlett & Miller,	Insurance	104 N. Third st.
Bartlett, A. W.	Bartlett & Concanon,	Commission	507 N. Second st.
Bartley, W. T., Jr.	St. Louis Ice Mfg. &	Storage Co.	713 S. Main st.
Barutio, B., Jr.	Steffen & Barutio,	Commission	6 N. Main st.
Bascom, Jos. D.	Broderick & Bascom	Rope Co.	704 N. Main st.
Bascome, Western	Western Bascome	& Co., Insurance Agent	303 Pine st.
Bass, Simon S.	Martin & Bass,	Lawyers	1115 Clark ave.
Basye, Chas. P.	Basye & Robinson,	Commission	116 N. Main st.
Battaille, L. A.	American Ex. Bank,	Cashier	Third and Pine sts.
Bauer, A. H.	Bauer Bros.,	Brokers	205 N. Third st.
Baulch, John J.	Wiggins Ferry Co.		Third and Chestnut sts.
Bauman, M.	L. Bauman Jewelry Co.		316 N. Eighth st.
Baur, Herman	Baur & Regal,	Flour	333 N. Third st.
Bayha, George		Provision Broker	406 N. Levee.
Bayles, Samuel M.			4390 Lindell ave.
Bayrd, E. A.	Matthew Addy & Co.,	Iron Commission	Bank of Com. Bldg.
Beardsley, C. F.	Picker & Beardsley,	Commission	214 N. Main st.
Beck, Geo. J.		Teamster	1814 Geyer ave.
Beck, Henry W.		Feed and Seed Store	20th and Pine sts.
Beck, J. W.	H. W. Beck & Sons,	Feed	5703 Manchester rd.
Beck, Harry G.	H. W. Beck,	Grain	2001 Pine st.
Becker, Edward C.		Fresco Painter	5112 Cass ave.
Becker, Aug. H.			1908 Goode ave.
Becker, Conrad		Miller	Red Bud, Ill.

Name.	Firm.	Business.	Location.
Becker, Hugo . . .	J. G. Haas Soap Co.	Soap	802 Wash st.
Becker, Jno., Jr. . .		Grocer	1272 S. Broadway.
Becker, V. U.			
Beckmann, Edward . .	Edw. Beckmann	Commission Co. . .	121 Market st.
Beckmann, Geo. H.		Teamster	Eighth and Clark ave.
Beckmann, W. E. . . .	Bakers' and	Confectioners' Supplies .	13 S. Main st.
Beer, H. M.		Broker	Security Building.
Beggs, Johnson	Gratiot Brick and	Quarry Co.	3227 Bell ave.
Belmes, Frederick H. .	Alkire Grocer	Co. Co., Wholesale Grocers .	423 S. 7th st.
Beinke, August		Architect	Wainwright Building.
Bell, T. P.	T. P. Bell & Bro.	Real Estate	925 Chestnut st.
Bell, Nich. M.	Peper Tobacco	Warehouse Co.	1112 Market st.
Bell, James G.	J. G. Bell & Co.	Commission	304 N. Commercial st.
Bell, James W.	S. L. Safe Deposit and	Saving Bank	513 Locust st.
Belt, Geo. W.		Steamboat Clerk	105 N. Eighth st.
Belz, J. H.	J. H. Belz & Co.	Pork Dealers	3601 S. Broadway.
Bemis, Stephen A. . .	Bemis Bros. Bag Co.	Bags	601 S. Fourth st.
Bemis, Judson S. . . .	Bemis Bros. Bag Co.		601 S. Fourth st.
Bendick, John H. . . .		Grocer	6939 Scanlan ave.
Benedict, Aug. W. . . .	With Sam'l Cupples	& Co., Woodenware	Seventh & Spruce.
Bennett, Thomas	Thos. Bennett & Co.	Com.	66 Bd. of Tr. Bldg., Chicago.
Bensieck, John C. . . .		Livery	1138 N. Sixth st.
Bensberg, Ferd A. . . .	F. A. Bensberg &	Co., Distillers	208 Walnut st.
Berg, Nicholas	Nicholas Berg & Son,	Insurance	404 Market st.
Bergesch, C. W.	Commercial Bank,	Cashier	Fourth and Pine sts.
Bergin, John P.	J. R. Lewis	Com. Co., Secretary	325 Chestnut st.
Bergmann, Conrad . . .	C. Bergmann Feed	Co., Feed	2713 Chouteau ave.
Bergmann, B. C.	C. Bergmann Feed	Co., Feed	2713 Chouteau ave.
Bergmann, Robt. J. . .	C. Bergmann Feed	Co.	2713 Chouteau ave.
Bernet, Christian . . .	Bernet & Craft,	Flour	8 S. Main st.
Bernet, Peter			8 S. Main st.
Bernheimer, Marcus . .	Meramec	Highlands Co.	208 N. Fourth st.
Berry, Albert L.	Berry-Horn Coal Co.		Union Trust Building.
Borsch, Edmund	Bersch Ins. Agency,	Insurance	311 Olive st
Bersch, Wm.	Bersch Ins. Agency,	Insurance	311 Olive st.
Berthold, John S. . . .	Berthold & Jennings,	Lumber	Fourth and Chestnut sts.
Bethune, James H. . . .			314 N. Sixth st.
Berthold, A.	Barada-Ghio R. E. Co.		915 Chestnut st.
Betts, R. A.	R. H. Betts & Co.	Real Estate	1103 Pine st.
Bevis, Alfred	Mound City Distilling	Co., Distillers	2116 S. Second st.
Bieblinger, Wm.			Rialto Building.
Bieblinger, F. W. . . .	Fourth Nat'l Bank,	President	Rialto Building.
Biedensteln, Henry . .		Grocery	1206 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John M.	J. M. Biekert & Co.	Commission	207 N. Main st.
Bienenstok, Herman . .	S. Bienenstok &	Co., Wool	Main and Pine sts.
Bienenstok, Sigfried . .	S. Bienenstok &	Co., Wool	Main and Pine sts.
Bieser, Fred			1545 N. Seventh st.
Bigger, T. J.	St. L. Ice & Cold Storage	Co., Provisions	711 S. Main st.
Biggers, S. L.	Simmons Hardware Co.		Ninth and Spruce sts.
Elbro, H. B.	Cresc. Grain & Elev. Co.	Grain	Laclede Building.
Billon, Guy P.	Gaylord, Blessing & Co.		307 Olive st.
Birch, W. F.			3039 Washington ave.
Birch, James T.	Farmers' Elevator Co.	President	Levee and Madison st.
Bird, John	Vicksburg Anchor Line	Agent	Foot of Chestnut st.
Bischoff, Gustav	St. L. D. Beef and	Provision Co.	800 Manchester rd.
Bittner, Jacob, Jr. . . .	Mt. Olive Dairy	Co.	114 S. Tenth st.
Bixby, W. K.	Mo. Car & Foundry Co.		509 Chestnut st.
Blackmer, Lucian R. . .	Blackmer & Post,	Sewer Pipe	Sixth and Locust sts.
Blackwelder, Geo. H. . .	Blackwelder-	Halbrook Realty Co. . . .	107 N. Seventh st.
Blair, Gist		Lawyer	Bank of Commerce Bldg.
Blakely, John W.	Blakely-Sanders	Mann. Co., Live Stock . . .	Union St'k Yds,
Blakely, Walter J. . . .	St. Louis Sanitary	Co.	411 Olive st. . . .
Blanfuss, Wm.			2844 Henrietta st.
Blanke, Detlef J.		Insurance Agent	415 Locust st.
Blattner, Fred, Jr. . . .			Mexico, Mo.
Blattner, W. E.			Mexico, Mo.
Blackman, E. A.		Feed	2109 N. Broadway.
Blessing, John H. . . .	Gaylord, Blessing &	Co., Broker	307 Olive st.
Block, David	Block, Dean & Co.	Commission	417 Chamber of Commerce.
Block, David, Jr.	Smithers & Block,	Feed	3015 Olive st.
Block, Louis	Mueller-Block P. Co.		813 N. Third st.
Blossom, C. D.			829 Union ave.
Blossom, H. M.	H. M. Blossom & Co.	Insurance	217 N. Third st.
Blossom, H. A.	H. M. Blossom & Co.	Insurance	217 N. Third st.
Blow, C. W.	Crown Linseed Oil Co.		Sixteenth and Clark ave.
Blow, Richard T.	Blow Brick Co.		4103 Maryland ave.
Blumeyer, Conrad		Grocer	Tenth and Madison sts.
Bobbitt, W. T.		Pianos and Organs	1114 Olive st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Robring, J. H.		Grocer	Robring P. O., Mo.
Bode, Henry J.	Bode & Litzau,	Feed	531 Manchester rd.
Bodenheimer, Max M.	Bodenheimer,	Landau & Co., Grocers	527 N. Second st.
Boeck, Adam	A. Boeck & Co.,	Real Estate	622 Chestnut st.
Boesewetter, Richard	Chas. G. Stifel's	Brewing Co.	1901 N. Fourteenth st.
Boepple, John		Sausage Manuf.	615 S. Second st.
Bofinger, John N.			115 N. Third st.
Bogard, John J.		Insurance	3332 S. Broadway.
Bohle, Louis C.	Louis C. Bohle Livery	Co.	1122 Chestnut st.
Bohlinger, Joseph		Commission	Mascoutah, Ill.
Bohnenkamp, John		Cooper Supplies	1217 Warren st.
Boisseller, Chas. L.		Farmer	Bonhomme, Mo.
Boisseller, R. W.		Accountant	615 Pine st.
Boland, J. L.	J. L. Boland Book and	Stationery Co.	610 Washington ave.
Bollin, A.	A. Bollin & Co.,	Insurance	1533 S. Broadway.
Bollman, O. H.	Bollman Bros. Co.		1100 Olive st.
Bolz, John T.		Staves and Heading	1509 Bremen ave.
Bonner, B. R.	B. R. Bonner Ice Co.,	Ice and Coal	1200 Washington ave.
Bonsack, F. C.		Architect	Union Trust Building.
Bonsack, W. A.	The W. A. Bonsack	Lumber Co.	Second and Gratiot sts.
Booth, Wm.	Wm. Booth & Co.,	Real Estate	617 Chestnut st.
Booth, Thos.	J. W. Booth & Sons	Commission Co.	Rialto Building.
Booth, T. W.	J. W. Booth & Sons		Rialto Building.
Bosche, Geo., Jr.	Geo. Bosche & Son,	Produce	300 N. Third st.
Bostick, R. H.	Jas. M. Houston Grocer	Co.	300 Spruce st.
Boswell, M. F. S.		Broker	510 S. Seventh st.
Boswell, Geo. W.	M. F. S. Boswell,	Broker	510 S. Seventh st.
Bowles, M. A.		Provision Broker	307 1-2 Pine st.
Bowling, Wm. W.	St. L. Milling Co.,	Secretary and Treas.	Carlinville, Ill.
Bowman, Theo. G.	Carter & Bowman.		112 N. Fourth st.
Bowman, Chas. G.	With St. L.	Stamping Co.	Second and Cass ave.
Bowman, Albert Bantz	Garden City	Realty Co.	114 N. Fourth st.
Boyd, Wm.		Bricklayer	2141 School st.
Boyd, W. G.	D. R. Francis & Bro.	Commission Co.	Laclede Building.
Boyd, Trustin B.	T. B. Boyd & Co.,	Men's Furnishers	514 Olive st.
Boyd, F. J.	International Metal Co.		Security Building.
Boyle, Wilbur F.	Boyle & Adams,	Attorneys	Laclede Building.
Bradley, G. Douglas	S. W. Cobb & Co.,	Commission	Chamber of Commerce.
Bradshaw, Thos. J.		Grain Broker	108 N. Fourth st.
Brady, Hugh J.	Brady & McGroarty,	Grain	Ninth and Cass ave.
Braun, Geo. H.	Braun-Lang Com. Co.,	Commission	5 N. Second st.
Braun, Jos. L.	Ballard, Messmore &	Braun Commission Co.	Republic Bldg.
Bray, Wm.	Wm. Bray & Co.,	Commission	226 Market st.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th st. & Cass ave.
Bredecke, H. C.	Chouteau Ave.	Brew's Co., Brewers	2100 Chouteau ave.
Brennan, D. B.		Real Estate	816 Chestnut st.
Brentano, H.		Stock Broker	Laclede Building.
Brewer, Wm.	St. L. Drayage Transf.	Co.	10 Bridge Approach.
Brickey, S. H.	W. C. Lippinson & Co.,	Commission	Main and Pine sts.
Brickwede, H. W.		Feed	834 De Hodiament ave.
Brinckwirth, Louis	Brinckwirth-Nolker	Brewing Co.	1714 Cass ave.
Brinkmeyer, Edw. H.	H. H. Lippelmann	Lippelmann Feed C.	1111 N. Broadway.
Brinkmeyer, Otto	H. H. Lippelmann	Hay and Grain Co.	1109 N. Broadway.
Brinson, H. L.	Brinson-Judd Grain Co.		500 Chamber of Commerce.
Brinson, L. B.	Brinson-Judd Grain Co.		Chamber of Commerce.
Briody, James			206 N. Main st.
Brislin, D. A.	Brislin & Sheble Mfg.	Co.	907 Lucas ave.
Broadhead, James O.		Lawyer	14 N. Fourth st.
Broadhead, Chas. S.	Broadhead &	Hazel, Attorney	14 N. Fourth st.
Brockman, F. W.	Brockman &	Trauernicht, Provs. & Com.	805 N. Third.
Brockman, Arthur	P. Brockman Com.	Co.	Rialto Building.
Brockmeier, F. C.	Engelke & Feiner.		306 S. Broadway.
Brockmeier, J. C.	Brockmeier &	Seiving, Com.	113 S. Main st.
Brockmeyer, H. G.		Assessor's Office	Court House.
Broderick, John J.	Broderick-Bascom	Rope Co.	704 N. Main st.
Brodhack, Joseph H.		Toys, Candies, etc.	2332 S. Broadway.
Broeder, Henry		Produce & Com.	323 N. Third st.
Broeg, Louis	J. W. Booth & Sons.	Commission Co.	Rialto Building.
Bronaugh, Perry S.		Brick and Tile	Virdeu, Ill.
Bronson, E. P.	Cumberland Mills.		Nashville, Tenn.
Brookings, Robt. S.	Sam'l Cupples	Wooden & Wil'ware Co.	7th & Spruce
Brookes, John F.			3533 Lake ave., Chicago, Ill.
Brooks, E. S.	St. L. D. Beef & Prov.	Co.	300 Manchester rd.
Brooks, Charles		Fireman	2211 Sullivan ave.
Brown, F. J.		Grain and Prov. Ex.	106 N. Third st.
Brown, G. W.	The Brown Shoe Co.		Eleventh and Washington ave.
Brown, James N.	American Central	Ins. Co.	Broadway and Locust sts.
Brown, Daniel S.	Pioneer Steam Keg	Works	2213 DeKalb st.
Brown, Benj.	Brown-Clark Paper Co.		316 N. Third st.

Name.	Firm.	Business.	Location.
Brown, Edmund M.	F. Smith & Son,	Grocer Co.	522 N. Second st.
Brown, Joseph		City Auditor	City Hall.
Browne, F. E.	Hoosac Tunnel Line,	Agent	325 Chestnut st.
Bruck, Henry		Produce	1709 S. Second st.
Bruenemann, Ernst		Flour and Feed	3753 S. Jefferson ave.
Bruening, Rudolph	With Brinckwirth-	Nolker Brewing Co	1714 Cass ave.
Brundage, S. P.	Hall Fruit Co.,	Produce	827 N. Fourth st.
Bruner, John A.	C. L. Crane & Co.,	Insurance	325 Chestnut st.
Brungard, Geo. A.	Mueth & Brungard,	Butter and Cheese	119 N. Main st.
Bryan, Francis T., Jr.	Am. Tripoli Co.		404 Pine st.
Bryden, Alex. A.	Randolph Coke and	Coal Co.	Sixth and Locust sts.
Buchanan, E. C.	E. C. Buchanan & Co.,	Grain	332 Front st. Memphis.
Buck, Thos. E.		Physician	2610 S. Jefferson ave.
Buck, M. M.	M. M. Buck & Co.,	Railway Supplies	212 N. Third st.
Buckland, Jos. A.	Jos. A. Buckland &	Co., Commission	103 S. Third st.
Buehler, Henry, Jr.	Buehler-Phelen	Paint Mfg. Co.	Twelfth & Locust sts.
Buerkel, F.		Grocer	2424 S. Broadway.
Bunton, C. M.	Nanson Com. Co.,		202 Chamber of Commerce.
Bull, Wm.	Bull & Garesche,	Fire Insurance	100 N. Third st.
Bull, John C.	With Carroll & Powell,	Insurance Agent	115 N. Third st.
Bullen, C. W.	Nat'l Bank Republic,	President	214 N. Fourth st.
Bulte, Aug. J.	Meyer & Bulte,	Flour	Laclede Building.
Bulte, Wm. J.	Wm. J. Bulte & Co.,	Flour and Commission	17 S. Main st.
Bulte, Henry J.	W. J. Bulte & Co.,	Flour	17 S. Main st.
Burback, W. E.	J. B. M. Kehlor & Co.,	Commission	410 Cham. of Commerce.
Burdeau, J. P.	St. L. & Miss. Val. Tr.	Co. Freight Agent	Main & Walnut sts.
Burg, Henry	Annan, Burg & Smith,	Flour Commission	325 Chestnut st.
Burg, William	Ewald Iron Co.,	Secretary	941 N. Second st.
Burg, Philip		Grocer	1210 S. Broadway.
Burke, Wm.		Steamboating	Hurst's Hotel.
Burnes, Martin D.		Produce	1125 N. Third st.
Burnet, Harsted	Beatte Mfg. Co.		2202 Pine st.
Burr, Chas. P.	Chas. P. Burr & Co.,	Commission	125 N. Main st.
Burnham, C. B.			611 Wainwright Building.
Burton, J. A.	J. A. Burton & Co.		310 Chamber of Commerce.
Busch, Adolphus	Anheuser-Busch	Brew. Ass'n (Pres.)	9th & Pestalozzi.
Busch, A. Jr.	Anheuser-Busch Brew'g	Co.	Ninth and Pestalozzi sts.
Busch, E. A.	E. A. Busch & Co.,	Brewers' Supplies	108 S. Main st.
Buschman, C. L.	C. L. Buschman & Co.,	Wholesale Grocers	822 N. Third st.
Buschman, E. L.	L. W. Buschman &	Sons, Commission	417 Pine st.
Buschman, A. H.	L. W. Buschman &	Sons, Flour	417 Pine st.
Buschman, F.		Flour and Feed	2141 Adams st.
Bushnell, D. I.	D. I. Bushnell & Co.,	Grain and Seeds	106 N. Second st.
Butler, W. C.		Insurance	415 Locust st.
Butler, L. L.		Real Estate	204 N. Third st.
Butler, Edward	Ed Butler & Son,	Horseshoer	15 S. Tenth st.
Butler, Edw. G.		Student	3540 Pine st.
Butler, John R.	James Campbell,	Broker	218 N. Fourth st.
Bycroft, Henry F.	H. F. Bycroft & Co.,		Gillespie, Ill.
Byrd, George H.	Senter & Co.,	Commission	25 S. Third st.
Byrne, Daniel P.	Redmond Cleary	Commission Co.	38 Cham. of Com.
Byrne, Frank T.	National Dispatch,	Agent	Laclede Building.
Cabanne, L. Duthiel		Fire Insurance	304 N. Third st.
Cabell, Ashley		Attorney-at-Law	506 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.	L. A. Coquard,	Broker	124 N. Third st.
Cain, P. R.	Stern, Laner, Shohl & Co.,	Clothiers	701 Washington ave.
Caldwell, Thos. W.	With Senter & Co.,	Cotton and Com.	Third & Walnut sts.
Calvert, Belvin	With Jno. G. Prather &	Co., Wines and Liquors	516 N. Levee.
Campbell, R. A.			5500 Cabanne pl.
Campbell, Given	Campbell & Ryan,	Lawyer	421 Olive st.
Campbell, James		Bonds and Stock	Rialto Building.
Capen, Sam D.	Geo. D. Capen & Co.,	Insurance	107 N. Third st.
Capen, Geo. H.	Geo. D. Capen & Co.,	Insurance	107 N. Third st.
Carl, Philip	Lone Star Brewing Co.		San Antonio, Tex.
Carlisle, David		Feed and Grain	114 Chestnut st.
Carlisle, David, Jr.	Rosedale Hay and	Grain Co.	Delmar and Cates aves.
Carmichael, G. W.	J. E. Clark & Co.,	Cider	2000 Pine st.
Carnegy, B. K.			808 N. Cardinal ave.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.)	420 Market st.
Carpenter, Geo. O. Jr.	National Lead	Co., Manager	Tenth st. and Clark ave.
Carpenter, James M.	J. M. Carpenter &	Co., Real Estate Agents	108 N. Eighth.
Carpenter, Jas. M., Jr.	J. M. Carpenter	& Co., Real Estate	108 N. Eighth st.
Carr, Paschal	Mo. Safe Deposit Co.		Sixth and Locust sts.
Carr, Peyton T.	Citizens' Insurance Co.		Rialto Building.
Carreras, Ev. E.		Printer and Binder	3d & S t. Charles sts.
Carroll, C. C.	Carroll & Powell,	Insurance Agents	115 N. Third st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Carroll, John F.	Jones, Edwards & Co.	Liquors	525 N. Second st.
Carroll, James F.		Grain	108 N. Fourth st.
Carroll, Chas. E.		Fire Loss Adjuster	415 Locust st.
Carruthers, T. B.	T. B. Carruthers	Commission Co.	108 N. Fourth st.
Carruthers, Geo. F.	Belt Warehouse.		East St. Louis.
Carruthers, W. W.	Carruthers Com. Co.		108 N. Fourth st.
Carson, Chas. C.	Gutgsell & Carson.	Brokers	106 S. Seventh st.
Cartan, L. V.	L. V. Cartan & Co.	Real Estate	1006 Chestnut st.
Carter, T. W.	Carter & Bowman.	Commission	112 N. Fourth st.
Carter, Frank	Hope Mutual Ins. Co.	Insurance	24 N. Third st.
Case, Frank C.		Insurance	117 N. Third st.
Case, J. B.	Lincoln Trust Co.		618 Chestnut st.
Case, E. S.	With C. H. Albers & Co.	Commission	313 Chamber of Commerce.
Case, David W.		Architect	207½ N. Seventh st.
Casey, William	Deceased.		
Cassidy, Abner C.	Cassidy Bros. & Co.	Live Stock Com.	Nat. Yds., E. St. L., Ill.
Cassidy, W. L.	Cassidy Bros. & Co.	Live Stock	National Stock Yards.
Castleman, Geo. A.		Lawyer	417 Pine st.
Catlin, E. F.	Brinson-Judd Grain Co.		414 Chamber of Commerce.
Cave, Elmore	L. W. Buschman & Sons.	Flour	Chamber of Commerce.
Cavender, John H.	Cavender &	Thompson, Real Estate	706 Pine st.
Chadbourn, G. W.			Security Building.
Chaffraix, D. A.		Capitalist	41 N. Rampart st., N. O.
Chamberlain, F. B.	F. B. Chamberlain	Com. Co.	300 N. Main st.
Chamberlain, Will F.		Seed Inspector	300 N. Main st.
Chamberlain, F. B., Jr.	F. B.	Chamberlain Com. Co.	300 N. Main st.
Chamberlain, Edw. D.		Deputy Clerk	Four Courts.
Chamberlin, E. C.	E. C. Chamberlin	& Co., Com.	515 Cham. of Commerce.
Chamberlin, Geo. E.	E. C. Chamberlin	& Co., Com.	515 Cham. of Commerce.
Chambers, Jas. H.	Jas. H. Chambers &	Co., Publishers	914 Locust st.
Chambers, Joseph L.			12 N. Eighth st.
Chambers, R. S.	Bradstreet Co.	Superintendent	Security Building.
Chandler, De Lacy	Mississippi Valley	Trust Co.	303 N. Fourth st.
Chandler, Whately L.	New England	Mut. Accdt. Ass'n	24 N. Third st.
Chandler, H. W.	Miss. Valley Electric	Co.	2842 Olive st.
Chandler, Kelly R.			22 N. Second st.
Chapman, Charles L.	Deceased.		
Chappell, E. F.	W. H. Chappell & Co.	Mfg. Chemists	Fourteenth and Austin.
Charters, Herbert	Annan B. & Smith.	Commission	Fourth and Chestnut sta.
Chase, James E.		Liquors	415 Walnut st.
Chase, Wm. L.	Deceased.		
Chassaing, J. H.	Lindell Hotel.		1782 Missouri ave.
Chestnut, Mathew T.			Equitable Building.
Chisholm, J. A. H.	J. W. Booth & Sons	Commission Co.	Rialto Building.
Chouteau, J. Gilman			508 Chamber of Commerce.
Chouteau, Pierre		Engineer	Security Building.
Church, Alonzo C.	Wiggins Ferry Co.		Security Building.
Churchill, James O.		Insurance	415 Locust st.
Clark, Warren L.	Clark & Stuyvesant	Grocer Co.	305 N. Second st.
Clark, Wm. G.			3215 Washington ave.
Clark, Charles			Laclede Building.
Clark, Benj. W.	Clark & Stuyvesant	Grocer Co.	305 N. Second st.
Clark, James E.	J. E. Clark & Co.	Cider & Vinegar Mfrs.	20th & Pine sta.
Clark, Hinman H.	Waters-Pierce Oil	Co.	Odd Fellows' Building.
Clark, C. W.	Tully & Clark.	Architect & Engineer	B'dway & Locust.
Clark, Charles C.	Clark & Stuyvesant	Grocer Co.	305 N. Second st.
Clark, J. A.	Clark Bros.	Feed	East St. Louis, Ill.
Clarkson, Chas. S.		Broker	305 Pine st.
Cleary, Redmond	R. Cleary Com. Co.	Commission	318 Chamber of Commerce.
Cleary, Michael			110 N. Twelfth st.
Cleary, T. F.	R. Cleary Com. Co.		318 Chamber of Commerce.
Clemens, F. W.		Grocer	3353 Gray ave.
Clements, J. B.	Christy Fire Clay Co.		Laclede Building.
Cleveland, Henry			El Dorado Springs, Mo.
Cleveland, Henry D.		Deputy Col. Int. Rev.	Custom House.
Clifford, Alfred	Con. Steel & Wire Co.		1335 Papin st.
Clifton, Daniel W.	Nanson Com. Co.		202 Chamber of Commerce.
Cline, Frederick A.		Attorney	717 Manchester ave.
Ciuley, J. F.	Con. Coal Co.	Agent	Laclede Building.
Cobb, Seth W.	S. W. Cobb & Co.	Commission	317 Cham. of Commerce.
Cobb, C. W. S.	Glencoe Lime and	Cement Co.	Odd Fellows' Building.
Cochran, James	F. Whittaker & Sons.	Bookkeeper	Seventh and Carr sts.
Cochran, Fred G.	Hewitt, Cochran &	Co., Grain & Provs.	205 N. Third st.
Cochran, Geo. J.	International Pub. Co.		Laclede Building.
Cockrell, C. W.			Omaha, Neb.
Cockrell, J. H.		Grain	203 Chamber of Commerce.
Cockrell, Elias			Jerseyville, Ill.
Cockrell, W. A.	Schreiner-Flack Com.	Co., Commission	108 N. Fourth st.
Cohn, J. W.	Hunter Bros.	Flour and Feed	Third and Chestnut.

MERCHANTS' EXCHANGE OF ST. LOUIS.

7

Name.	Firm.	Business.	Location.
Colby, B. H.		Civil Engineer	City Hall.
Colby, W. A.	Allison Commission Co.		103 N. Main st.
Cole, Nathan	Cole Commission Co.,	Commission	213 N. Second st.
Cole, Amedee B.	Cole Commission Co.,	Commission	213 N. Second st.
Cole, Charles B.	H. C. Cole Milling Co.,	Miller	Chester, Ill.
Cole, George			Silver Creek, N. Y.
Cole, R. F.	Cole Brokerage Co.		507 N. Second st.
Coleman, H. C.	H. C. Coleman & Co.,	Commission	515 Cham. of Commerce.
Collins, H. B.	Whitaker & Hodgman,	Brokers	300 N. Fourth st.
Collins, Thos. R.	Martin Collins, Son & Co.,	Insurance	101 N. Third st.
Collins, Martin	Martin Collins, Son & Co.,	Insurance	101 N. Third st.
Collins, C. F.			Odd Fellows' Building.
Collins, Robt. E.	Collins & Jamison,	Attorneys	Union Trust Building.
Collister, J. J.	Lackawanna Line.		Houser Building.
Comfort, C. D.		Real Estate	17 N. Tenth st.
Compton, Rich'd J.	Compton & Sons	Lith. & Printing Co.	212 Locust st.
Comstock, Thomas G.		Physician	3401 Washington ave.
Concannon, F. T.	Bartlett & Concannon,	Fan. Groc. & Prov.	507 N. 2d.
Conn, Luther H.		Mining	Union Trust Building.
Connor, P. P.	Connor Bros.,	Commission	Gay Building.
Connor, M. J.	Connor Bros.,	Commission	Gay Building.
Connor, W. P.	Connor Bros. & Co.	Commission	Gay Building.
Conrad, J. F.	J. F. Conrad Grocer Co.		2708 Franklin ave.
Conrad, Peter		Steamboatman	1429 Chouteau ave.
Conrades, Edwin H.	Donk Bros. Coal Co.		Chamber of Commerce.
Conzelmann, Theophilus	Crunden-	Martin Woodenware Co.	2d & Chestnut.
Cook, Douglas G.	American Wine Co.		3021 Cass ave.
Cooke, Michael			2222 Sullivan ave.
Coon, D. F.			Fort Scott, Kas.
Cooper, A. D.	Graham Paper Co.,	Paper	217 N. Main st.
Cooper, M.			Little Rock, Ark.
Coquard, L. A.		Banker and Broker	124 N. Third st.
Corbin, F. M.			
Corcoran, Wm. J.	Wm. J. & J. W.	Corcoran & Co., Com.	827 N. Fourth st.
Corcoran, Jas. W.	Wm. J. & J. W.	Corcoran & Co., Com.	827 N. Fourth st.
Cordes, D.	D. Cordes & Co.,	Flour and Feed	1928 S. Twelfth st.
Cordes, John F.			1901 Grand ave.
Cornelius, N. B.		Mill Furnishing	1119 N. Sixth st.
Cornell, Ben P.	Schisler-Cornell Seed Co.		714 N. Fourth st.
Corrington, Nelson A.	Rosedale Hay	and Grain Co.	Delmar and Cates ave.
Coste, Paul F.		Lawyer	319 N. Fourth st.
Coudrey, Harry M.	Coudrey & Scott,	Insurance	Third and Pine sts.
Cousins, George	Cousins Tea Co.		521 Market st.
Cox, Charles A.	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, James F.	Coyle & Sargent,	Wholesale Silks	624 Washington ave.
Coyle, B. H.	Blue & Canada So. Line,	Cont. Agent	312½ Chestnut st.
Crabb, J. D.	Consolidated Coal Co.		Laclede Building.
Craft, Henry G.	Bernet & Craft,	Flour Commission	8 S. Main st.
Cram, Geo. T.	American Cen. Ins. Co.,	President	Broadway and Locust sts.
Crawford, G. L.	J. E. Crawford & Son,	Bonds and Stocks	305 Pine st.
Crawford, Jas. E.	J. E. Crawford & Son,	Stocks and Bonds	305 Pine st.
Crawford, John H.	Lackawanna Line.		Laclede Building.
Crawford, S. W.	S. W. Crawford & Co.,	Lumber	DeSoto, Mo.
Creveling, H. C.			1425 Lucas pl.
Crombie, C. S.			Wainwright Building.
Crosman, Henry	E. St. L. Pkg. & Pro.	Co.	409 Morgan st.
Crothers, John C.	The McPheeters	Warehouse Co.	1104 N. Levee.
Crone, C. C.		Real Estate	3602 N. Broadway.
Crouch, J. N.		Real Estate	16 N. Elghth st.
Cullen, Michael J.	Cullen & Kelly,	Livery	1212 N. Seventh st.
Culver, W. W.	Wrought Iron Range Co.		1901 Washington ave.
Cummskey, James	Jas. Cummskey & Co.,	Broker	118 N. Third st.
Cummskey, W. H.		Feed	Leonard and Easton ave.
Cunningham, C. A.	St. Louis United	Elev. Co., Storage	Rialto Building.
Cunningham, E. H.	St. Louis United	Elev. Co., Storage	Rialto Building.
Cunningham, Dickson	Block, Dean & Co.	Commission	418 Chamber of Commerce.
Cupples, Sam'l	Sam'l Cupples Wood & Willowware Co.		7th and Spruce sts.
Currie, W. I.	Pope-Currie Com. Co.		42 Gay Building.
Currie, Thomas L.		Grain Inspector	416 Chamber of Com.
Dacey, James A.	Dacey & Co.,	Commission	1204 N. Third st.
Dacey, Patrick	Dacey & Co.,	Commission	1204 N. Third st.
Daly, Fernand V.		Broker	3332 Chouteau ave.
Dameron, Ed C.			509 Olive st.
Damhorst, Caspar		Soda	1030 S. Twelfth st.
Damhorst, Henry		Insurance Agent	919 Chestnut st.
Damke, Henry		Teamster	3319 Lempe ave.
Damon, Charles P.		Farmer	Laclede Building.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Dana, George D.	Excelsior Mfg. Co.	Secretary	616 N. Main st.
Danforth, A. H.		Merchant	Charleston, Mo.
Danforth, W. H.	Robinson-Danforth	Com. Co.	Twelfth and Gratiot sts.
Darst, James W.		Real Estate	Wainwright Building.
Daub, Harry W.	Schreiner-Flack Grain	Co., Commission	116 N. Fourth st.
Dausman, Geo.	Geo. Dausman Real	Estate Co.	802 Chestnut st.
Davidson, J. M.			208 Chamber of Commerce.
Davis, John D.		Lawyer	421 Olive st.
Davis, Thos. W.	St. L. Market Rep'r	Co., Reporter	112 Chestnut st.
Davis, C. R. H.	C. R. H. Davis & Co.	Real Estate	808 Chestnut st.
Dawson, James P.	Frank, Dawson & Garvin, Lawyers		304 N. Eighth st.
Dean, Charles L.	Ludlow-Saylor Wire	Co.	116 S. Fourth st.
Dean, O. M.			1136 N. Third st.
Dean, Eugene G.		Produce	1136 N. Third st.
Dean, Wm. B.	Block, Dean & Co.	Commission	417 Cham. of Commerce.
Dean, Murry	Dean Mill Co.	Flour	Ava, Ill.
Deathe, E. A.	F. E. Fowler & Co.	Insurance	317 N. Third st.
DeBolt, A.	A. DeBolt & Co.	Printers	318 Locust st.
Decker, John	John Decker & Co.	Livery	921 N. Sixth st.
Dehner, Adolph	Dehner-Wuerple M. B.	Co.	1611 S. Third st.
Deibel, Fred		Flour and Feed	2201 Franklin ave.
Deibel, Louis P.	Fred Deibel,	Flour and Feed	2201 Franklin ave.
Deiafield, Wallace	Deiafield & Snow,	Insurance	330 N. Third st.
Delaney, John O'F.		Real Estate	108 N. Eighth st.
Delaney, W. R.	Bank of Centreview,	Cashier	Centreview, Mo.
Delano, Rufus J.		Attorney	Laclede Building.
DeMain, Silas	S. L. Bolt, B. & T.	Works	404 S. Levee.
DeMary, T. C.	T. C. DeMary & Co.	Brokers	1 S. Main st.
DeMenil, Alexander N.		Capitalist	DeMenil Bldg., 7th & Pine.
Denehey, John			1006 Chestnut st.
Dennig, Louis E.	Anheuser-Busch B'g	Co.	Ninth and Pestalozzi sts.
Dennis, John M.	E. B. White Grain Co.		500 Chamber of Commerce.
Denton, W.	Denton Bros.	Grain	Leavenworth, Kas.
Desloge, F.		Capitalist	322 Pine st.
Denvir, John B.	Hayden Saddlery H.	W. Co.	512 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal	315 N. Seventh st.
DeWitt, L. B.		Broker	116 N. Fourth st.
De Yong, A.	Drummond Tobacco Co.		400 S. Fourth st.
Dick, Joseph B.	Hy. Sayers & Co.	Commission	215 N. Main st.
Dickson, Joseph	Dickson & Smith,	Lawyer	Union Trust Building.
Dickey, E. M.	E. M. Dickey & Co.	Grain	706 Monadnock Block, Chicago.
Dickinson, Albert	The Albert Dickinson	Co., Seeds	1600 Clark st., Chicago.
Dickinson, W. C.		Commission	22 N. Second st.
Dickinson, Chas.		Seeds	1600 Clark st., Chicago.
Dickman, Joseph F.	J. F. Dickman & Co.	Co., Seeds and Grain	1110 N. Third st.
Dieckman, John H.	Wernse & Dieckman,	B'kers & Brokers	317 N. 4th.
Dieckman, Henry		Flour and Feed	1611 S. Ninth st.
Dieckroeger, F.			4937 Wabash ave.
Diekenga, I. E.	Deceased.		
Diekman, Ferd	Ferd Diekman & Co.	Flour and Feed	2312 S. Broadway.
Diekman, Joseph	Jos. Diekman & Co.	Flour and Feed	1210 Biddle st.
Dines, W. C.	St. L. Sewing Mach. Co.		1118 Pine st.
Doane, Dana		Farmer	Perry, Ill.
Doan, Geo. P., Jr.	Ford & Doan,	Commission	317 N. Second st.
Dobson, David	With R. Cleary Com.	Co., Commission	312 Cham. of Com.
Docter, Casper H.	St. Louis Fruit Co.		2201 N. Ninth st.
Dodd, Sam'l M.			415 Locust st.
Dodson, Joseph		Grain	Shipman, Ill.
Dodson, J. W.	The Dodson & Hills	Mfg. Co.	Third and Cedar sts.
Doggett, Lewis C.	N. K. Fairbank & Co.	Lard Refiners	Third & Convent sts.
Donahoe, Martin P.	S. C. Davis & Co.	Dry Goods	B'dway & Washington ave.
Donaldson, A. R.	Donaldson Bond and	Stock Co.	Third and Olive sts.
Donaldson, John W.	Donaldson Stk. &	Rd. Co., B'kers & Brokers	3d & Olive.
Donaldson, Wm. R.		Attorney	Broadway and Walnut st.
Donk, E. C.	Donk Bros. Coal Co.	Coal Dealers	Third and Pine sts.
Donnell, J. W.	Donnell Mfg. Co.		612 S. Sixth st.
Donnelly, Bernard	Donnelly Bros.	Livery	2039 Wash st.
Donnewald, G. H.	G. H. Donnewald &	Co., Coal	2000 Clark ave.
Donovan, J. T.	J. T. Donovan Real	Estate Co.	Seventh and Chestnut sts.
Donovan, John F.	Lindell Hotel Prop.		Lindell Hotel.
Donzelot, Eugene	E. Donzelot & Son,	Commission	16 S. Main st.
Donzelot, E. F.	E. Donzelot & Son,	Commission	16 S. Main st.
Dormitzer, Jos.		Real Estate	205 N. Eighth st.
Dougherty, Matthias		Grocer	1201 Pine st.
Douglass, John H.	The Knapp-Stout	Lumber Co.	Salisbury and Hall sts.
Doud, Royal H.	Doud Packing Co.		Boone, Ia.
Dower, John	Tracy & Dower,	Feed	1801 N. Garrison ave.
Dozier, L. D.	Dozier Cracker Co.	Bakers	Sixteenth and Morgan sts.
Drown, P. S.	Miss. & O. Riv. Pilots' So.	Secretary	326 Chestnut st.

MERCHANTS' EXCHANGE OF ST. LOUIS.

9

Name.	Firm.	Business.	Location.
Drummond, H. I.	Drummond Tob. Co.	Cotton	Fourth and Spruce sts.
Drury, James B.		Lawyer	Main and Walnut
Dryden, John W.		Secretary	Union Trust Building.
Duffy, C. N.	Citizens' Railway Co.	Real Estate	3320 Easton ave.
Duffy, Jos. A.	J. A. Duffy & Co.	Real Estate	806 Chestnut st.
Dula, R. B.	Drummond Tobacco Co.		Fourth and Spruce sts.
Dunham, John S.	Dunham Mfg. Co.	Dessicated Coconut	9 Locust st.
Dunn, F. R.		Commission	321 N. Fourth st.
Dunn, Thos.	Thos. Dunn Loan, Storage	and Mer. Co.	912 Franklin ave.
Dunnerman, Chas. J.	Dunnerman	Realty Co.	702 Chestnut st.
Duross, James	Duross & Olcott,	Planing Mill	3300 N. Broadway.
Dutcher, C. O.	Bd. of Grain Inspectors,	President	416 Chamber of Commerce.
Dutcher, I. V. W.			4243 Finney ave.
Dutcher, I. V. W., Jr.	R. W. & O. R'y &	Ontario Dispatch	118 N. Third st.
Dutro, John M.	St. Louis Car Wheel	Co.	Spring ave. & P. R. R.
Dwyer, John		Real Estate	715 Chestnut st.
Dyer, D. P.		Lawyer	Union Trust Building.
Dyer, E. H.	Mound City Paint and	Color Co.	406 N. Second st.
Eakin, Chas.		Grain Broker	22 N. Second st.
Eberle, C. A.		Flour	8 S. Second st.
Ebling, John		Produce	1027 N. Third st.
Edenborn, Wm.	Con. Steel & Wire Co.		1335 Papin st.
Edgar, T. E.			3739 Westminster pl.
Edmunds, Henry L.	Criminal Court	Judge	Four Courts.
Edwards, B. F.	Nat'l Bank of Com.,	Asst. Cashier	Broadway and Olive sts.
Edwards, Louis	Miss. Glass Co.,	Glass Mfgs.	Main and Angelica
Edwards, Jas. C.	Rex Mill Co.	General Manager	Kansas City, Mo.
Edwards, Jos. White	Jones, Edwards &	Co., Liquors	525 N. Second st.
Edwards, Geo. L.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Eggers, H. B.	Meramec Mills,	Millers	Eight and Clark ave.
Eggers, F. W.	H. B. Eggers & Co.,	'Millers	Eight and Clark ave.
Ehlerrmann, Charles	Chas. Ehlerrmann	Hop and Malt Co.	22d st. and Scott ave.
Eichler, Frank E.	St. Louis Commercial	Bulletin	115 Pine st.
Eicks, A. W.	Great Western Feed Co.		818 Manchester rd.
Einstein, Wm.			Security Building.
Elseman, B.	Rice, Stix & Co.,	Dry Goods	Tenth and Washington ave.
Eisenburg, John		Granitold	2015 Gratiot st.
Eisenhardt, Herman		Soap Manuf.	101 N. Second st.
Eisenmayer, P. H., Jr.	So. Ill. Elevator	Milling Co.	Murphysboro, Ill.
Elbrecht, George H.	Kaup & Elbrecht,	Commission	1014 N. Third st.
Ellerbe, C. P.	Union Cas. & Surety Co.	President	Wainwright Building.
Elliman, T. L.	D. R. Francis & Bro.,	Commission	Laclede Building.
Ellis, Wm. A.	Merchants' Life Ass'n		Union Trust Building.
Ellis, Wm. C.	With Kehlor Bros.	Milling	401 Chamber of Commerce.
Ellwell, John W.		Commission	309 N. Main st.
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Engel, L. F.			3905 Cook ave.
Engel, Wm.		Teamster	3901 Wisconsin ave.
Eno, E. Bates	E. B. Eno & Co.	Brokerage Co.	503 Cham. of Commerce.
Eppelsheimer, Frank	Fisher Flour Co.		204 Market st.
Eschrich, Henry		Grocer	3600 Gravois ave.
Essmuller, Fred	Essmuller & Barry,	Millwrights	21st and Walnut sts.
Espenschied, Chas.			3500 Washington ave.
Etz, Frank	Frank Etz & Co.	Commission	909 N. Fourth st.
Euston, Alex.	Crown Linseed Oil Works		Sixteenth st. and Clark ave.
Evans, Jas. W.	McCann-Evans Realty	Co.	1011 Chestnut st.
Evans, Jos. N.	Evans Bros.	Tobacco Com.	Sixteenth & Poplar sts.
Evans, C. O.	Evans Bros.	Tobacco Com.	Sixteenth & Poplar sts.
Evans, David G.		Teas, Coffee & Spices	504 N. Second st.
Evill, Burton K.		Hay and Grain	409 Theresa ave.
Evill, John H.	Excelsior Grain Co.		426 S. Theresa ave
Ewald, Jacob C.			214 Chamber of Commerce.
Ewald, L. P.	Ewald Iron Co.	Iron, etc.	941 N. Second st.
Ewing, James F.	Salt Ass'n of Mich.		105 N. Third st.
Ewing, A. B.			Laclede Building.
Ewing, W. K.			417 Chamber of Commerce.
Eyster, W. C.	W. C. Eyster & Co.,	Staves, etc.	24 N. Third st.
Fairham, Geo. G.	G. G. Fairham & Bro.,	Commission	920 N. Third st.
Fairham, Isaac	Geo. G. Fairham &	Bro., Commission	913 N. Third st.
Faris, Charles A.		Real Estate	706 1/2 Pine st.
Farley, J. H.		Commission	108 N. Fourth st.
Farrelly, Thos. F.		Real Estate	812 Chestnut st.
Fath, Conrad			2611 Eads ave.
Fath, Oliver J.			Main and Dock sts.
Faulkner, Wm. R., Jr.			3147 Laclede ave.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Faust, A. E.	Faust & Sons Oyster Co.	President	Fifth and Elm sts.
Fay, Emory	F. C. Taylor & Co.	Commission	208 N. Main st.
Pears, John C.	E. B. White & Co.		500 Chamber of Commerce.
Feenan, Arthur P.	Jas. Meagher & Co.	Pork Packers	1800 N. Main st.
Feickert, Louis	Wm. J. Lemp,	Clerk	Thirteenth and Cherokee sts.
Feiner, Geo. Wm.	Engelke & Feiner,	Milling Co.	804 S. Broadway.
Feiner, Frank	Engelke & Feiner,	Milling Co.	804 S. Broadway.
Feldbusch, Hermann		Teamster	2108 Blair ave.
Felkel, E. E.	Nanson Com. Co.		202 Chamber of Commerce.
Fennerty, Edw.			420 S. Sixteenth st.
Fenske, P. B.	Gilsonite Roofing and Paving Co.		Wainwright Building.
Ferguson, Hugh	Hugh Ferguson & Co.	Provision Brokers	206 N. Third st.
Ferguson, D. K.	Mechanics' Bank,	President	Fourth and Pine sts.
Ferguson, Chas. W.	National Lead Co.		Tenth st. and Clark ave.
Ferguson, Martin	Grand Hotel.		519 Chestnut st.
Ferris, Franklin	Rowell & Ferris,	Lawyers	418½ Olive st.
Feuerbacher, F. W.	F. W. Feuerbacher & Co.,	Maltster	2705 S. Broadway.
Field, Eugene	Traders' Despatch.		Laclede Building.
Field, Frank	O. H. Peckham Candy Co.		Seventh and Spruce sts.
Field, John T.			Laclede Building.
Fife, Chas. R.	Chas. R. Fife Com. Co.	Merchandise Broker	Security Bldg.
Figueroa, A. de	St. L. Transfer Co.	General Manager	2 S. Broadway.
Figueroa, F. de	St. L. Transfer Co.		Second and Poplar sts.
Filley, Chauncey I.			2700 Chestnut st.
Filley, John D.	St. Louis Trust Co.		Fourth and Locust sts.
Finck, J. C., Jr.	J. C. Finck Min'l Mfg.	Co., Barytes, etc.	101 Barton st.
Finty, Thos.		Grain	Xenia, Ill.
Fischer, John C.	Fischer Flour Co.		204 Market st.
Fischer, C. H.	German Savings Bank,	Teller	Fourth and Pine sts.
Fischer, Louis F.	Chas. Tiedman	Milling Co.	O'Fallon, Ill.
Fischer, Joseph			108 N. Fourth st.
Fischer, A. H.	M. Kotany,		411 Olive st.
Fisher, D. D.		Lawyer	421 Olive st.
Fisher, John A.	J. A. Fisher & Co.	Hay	Fourth and Chestnut sts.
Fisher, John J.	M. & M. G. R. R.		Laclede Building.
Fisher, Francis			24 N. Third st.
Fisse, Wm. E.	Fisse & Kortjohn,	Attorney	Laclede Building.
Fitzgerald, Wm. J.	T. J. Lonergan & Co.	Commission	Cham. of Commerce.
Fitz Gibbon, J. D.		Builder	1815 Pine st.
Flach, Joseph	New Athens Milling Co.		New Athens, Ill.
Flack, Charles E.	Schreiner-Flack	Grain Co., Com.	116 N. Fourth st.
Flanagan, George M.	Flanagan & Co.	Millers	1913 S. Third st.
Flanagan, Chas. H.	Flanagan & Co.	Millers	1913 S. Third st.
Flebbe, Hermann	Western Candy and	Bakers' Supply Co.	216 S. Third st.
Fleming, Thos. H. B.	With O'Connor & Co.	Market Reporter	112 Chestnut st.
Flesh, M. M.	Flesh & Mook Painting Co.		417 N. Third st.
Flesh, Edw. M.	Collier Shot Tower Co.	Assistant Manager	Security Building.
Flitcraft, P. R.	Circuit Court.	Judge	Court House.
Foell, Christian			3108 Illinois ave.
Foell, Henry	Foell & Co.	Commission	123 Market st.
Foerstel, Michael			4333 Clayton ave.
Foley, Daniel J.			Henderson, Ky.
Forbes, R. T.	Stephens Lith. & Eng. Co.		211 Washington ave.
Forrester, R. L.	Forrester Bros.,	Grain	Raymond, Ill.
Forster, Frank J.	American Tripoli Co.		904 Pine st.
Forster, Otto E.		Physician	2946 Washington ave.
Forster, C. August	Hyde Park Brew'y Co.	Salisbury st. and Florissant ave.	
Forster, C. Marquard	St. Louis Brew'y Association		809 S. Sixth st.
Forster, Marquard	M. Forster Real Estate Co.		809 S. Sixth st.
Foskett, Hosea	Foskett & Kissner,	Feed	4247 N. Broadway.
Fouke, Phil B.	Funsten Bros. & Co.	Commission	108 N. Main st.
Fowler, Edwin		Insurance	Odd Fellows' Building.
Fowler, F. E.	F. E. Fowler & Co.	Insurance	315 N. Third st.
Fraleigh, M.	Moses Fraleigh & Co.	Insurance	110 N. Third st.
Francis, David R.	D. R. Francis & Co.	Commission Co.	Laclede Building.
Francis, T. H.	With D. R. Francis & Bro.	Commission Co.	Laclede Building.
Franciscus, James M.		Bank of Commerce Building.	
Franciscus, James M., Jr.	Moffitt & Francis,	Real Estate	703 Chestnut.
Frank, Henry	B. Baer & Co.	Produce	114 Elm st.
Frank, John F.		Grain	Okawville, Ill.
Frank, Joseph			
Frank, L.	Frank & Hellendall,	Hides and Wool	107 Elm st.
Frank, Max		Horses and Mules	4239 N. Market st.
Frank, Nathan	Frank, Dawson & Garvin,	Attorney	304 N. Eighth st.
Franklin, Joseph	Wm. Barr Dry Goods Co.	Dry Goods	Sixth and Olive sts.
Freeborn, Charles S.	Star Union Line,	Freight Agent	309 Olive st.
Freeman, C. L.			Security Building.
Freeman, T. W.	American Wire and Iron Co.	Manuf'y Wire	Security Bldg.
Freker, L. A.	L. A. Freker & Co.	Produce	1139 N. Third st.

MERCHANTS' EXCHANGE OF ST. LOUIS.

11

Name.	Firm.	Business.	Location.
Freudenstein, Louis D.	Freudenstein	Grocer Co.	2623 Clark ave.
Freund, L.	L. Freund & Bro.	Bakers	913 Souldard st.
Fritsche, Charles E.		Accountant	1117 Montgomery st.
Fritschle, Robert		Grocer	5000 Gravois ave.
Frommann, Paul		Distillers' Agent	24 N. Second st.
Fruin, John J.	Fruin-Bambrick Con.	Co., Contractors	922 Olive st.
Fruin, Jeremiah	Fruin-Bambrick Con.	Co., Contractors	922 Olive st.
Funk, Joseph P.	J. P. Funk & Co.	Tallow, etc.	4610 N. Broadway.
Funsten, R. E.	Funsten Bros. & Co.	Commission	108 N. Main st.
Furlong, Wm.	Picker & Beardsley	Commission	214 N. Main st.
Furth, Jacob	Jacob Furth Grocer Co.		810 Spruce st.
Fusz, Louis	Fusz & Backer	Flour	601 S. Main st.
Fusz, Paul A.	Bi-Metallic Mining Co.	President	Security Building.
Gabriel, Conrad	C. Gabriel & Bro.	Feed	2650 Chouteau ave.
Gabriel, Wm.	C. Gabriel & Bro.	Feed	2650 Chouteau ave.
Gaertner, Chas.	Interstate Transp. Co.		foot Washington av.
Gallene, Frank	Gen'l Manager St. L.	Exposition	Thirteenth and Olive sts.
Galvin, James F.	James F. Galvin & Co.	Provisions	207 S. Main st.
Ganahl, Jno. J.	Jno. J. Ganahl	Lumber Co.	2nd. & Park av.
Gandolfo, John B.	Gandolfo Flour and	Commission Co.	18 S. Second st.
Gannett, John M.	Messmore, Gannett &	Co., Commission	509 Chamber of Com.
Gardner, John A.	American Oak	Leather Co.	421 N. Fourth st.
Gardner, Wm. A.	S. W. Cobb & Co.	Commission	317 Chamber of Commerce.
Garneau, Joseph, Jr.			
Garneau, James W.	American Biscuit Co.		Sixteenth and Morgan sts.
Garratt, John W.	J. W. Garratt & Co.	Railway Supplies	2028 Walnut st.
Garrels, G. W.	Franklin Bank,	Banking	Fourth and Morgan sts.
Garrels, Wm.	Wm. Garrels & Co.	Cooper Supplies	2130 DeKalb st.
Garrison, O. L.	Big Muddy Coal &	Iron Co.	Wainwright Building.
Garrity, F. I.	National Cereal Co.		206 N. Commercial st.
Garstang, Richard	Southern Boiler Works		1201 S. Second st.
Garth, John H.	Farmers & Merchants'	Bank, President	Hannibal, Mo.
Garvey, Lawrence	L. Garvey & Co.	Produce and Com.	701 N. Third st.
Gasser, Emil	With M. M. McKeen &	Co.	6 N. Second st.
Gatch, Elias S.	Granby Mining and S.	Co.	Sixth and Locust sts.
Gaupel, Henry J.	Gelsel Mfg. Co.		225 S. Second st.
Gaus, H., Jr.	Henry Gaus & Sons,	Box Factory	2100 N. Main st.
Gebhardt, Geo. E.	Geo. E. Gebhardt &	Bro., Grocer	7830 Ivory ave.
Gehner, H.	H. Gehner Distilling Co.	Whiskey	801 Marke' st.
Geraghty, John E.	Chapin & Co.	Mill Feed	305 Chamber of Commerce.
Geismann, Otto		Flour	Highland, Ill.
Gerber, Charles	Gerber Fruit Co.		910 N. Third st.
Gerdemann, August			2219 Clark ave.
Gerhard, O. J.	Abels & Gerhard	Plumbing Co.	909 N. Sixth st.
Gerhart, P. G.			3640 Washington ave.
Gerhart, Chas. B.	F. H. & C. B. Gerhart,	Real Estate	707 Chestnut st.
Gerke, Henry		Teamster	3401 N. Ninth st.
Gerlach, W.		Insurance	6 N. Third st.
Gessler, Emil W.	E. W. Gessler & Co.	Commission	322 Pine st.
Gessler, E. A.	Gessler & Kraussnick,	Broker	411 Olive st.
Gettys, James M.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Gettys, Thos. B.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Ghiselin, Horace	St. L. Grain Elev. Co.	Superintendent	Rialto Building.
Ghio, John B.	Deceased.		
Ghio, James C.	Barada-Ghio R. E. Co.		915 Chestnut st.
Gibbons, John T.	J. T. Gibbons & Co.	Grain	Poydras and S. Peters st., N. O.
Giesecke, Otto	Chas. Ehlerman Hop and	Malt Co.	Twenty-second and Scott.
Gieselman, Frank H.	Chris. Sharp Com.	Co.	202 N. Main st.
Giesler, John F.	John F. Giesler & Bro.	Feed	1831 Franklin ave.
Gilbert, W. J.	Gilbert Book Co.	Publisher	206 N. Fourth st.
Gilbert, W. Jewett	Armstrong-Gilbert	Cork Co., Brewers' Sup's	23 S. Fourth st.
Gilbert, Sidney L.	Armstrong-Gilbert	Cork Co., Brewers' Sup's	23 S. Fourth st.
Gilbraith, J. W.		Broker	807 Pine st.
Gilkeson, John M.	Gilkeson & Sloss Com.	Co., Commission	815 Cham. of Com.
Gillis, John	Deceased.		
Gilmartin, P. J.	P. J. Gilmartin & Co.	Commission	507 Cham. of Commerce.
Gintz, Adam			Belleville, Ill.
Ginochio, D.	Ginochio Bros. & Co.	Fruits	712 N. Third st.
Ginsel, M.		Merchandise	Trenton, Ill.
Giraldin, Chas. E.	Giraldin Bros. &	Cates, Real Estate	308 N. Eighth st.
Givens, Jos. W.		Architect	407 N. Broadway.
Glogau, Emile		Real Estate	Sixth and Olive sts.
Glover, A. B.	A. B. Glover & Co.		215 Chamber of Commerce.
Gockel, John J.		Grocer	3142 Cass av.
Goddard, G. F.	E. Goddard Flour Mill	Co., Millers	Second and Rutger sts.
Goddard, Jos. H.	E. Goddard Flour Mill	Co., Millers	Second and Rutger sts.
Godlove, George W.	Geo. W. Godlove & Co.	Commission.	114 N. Main st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Godlove, L.	Hellman-Godlove	Mercantile Co.	120 N. Main st.
Goebel, Fritz.	Goebel & Wetterau	Wholesale Grocers.	27 S. Second st.
Goeke, Fred'k W.	F. W. Goeke & Co.	Commission.	22 N. Second st.
Goerger, Wm.		Maltster.	1717 Singleton st.
Goerts, August.	Germania Life Ins. Co.		Am. Central Building.
Goetz, Charles W.	C. W. Goetz & Co.	Cements &c.	Eleventh & Walnut sta.
Goetz, Victor.	Merchants' Exchange,	Bd. of Flour Insp.	8 S. Main st.
Goldman, J. D.	Adler-Goldman Com. Co.	Cotton Factors	112 S. Main st.
Golsan, Robert W.			Fourth and Pine sta.
Gonter, Chas. G.		Printer	4237 Page ave.
Good, Louis C.	L. C. Good & Co.	Merchandise Brokers	220 N. Second st.
Goodall, John R.	W. H. Markham & Son,	Insurance	117 N. Third st.
Gordon, Samuel	Cox & Gordon,	Provisions	1019 S. Third st.
Gorman, A. A.		Provision Broker	301 Chamber of Com.
Gorman, John I.			2319 Gamble st.
Gorman, John	Jno. Gorman & Bro.	Commission	904 N. Third st.
Gottschalk, Ed L.	F. & E. L. Gottschalk,	Attorneys	404 Market st.
Grable, W. B.			4118 Juniata st.
Grace, P. F.	Keane & Grace,	Real Estate	923 Chestnut st.
Graham, Benj. B.	Graham Paper Co.	Paper Dealers	217 N. Main st.
Graham, G. L.			512 Chamber of Commerce
Graham, E. D.			Mexico, Mo.
Graham, Wm. H.	Bank of Republic,	Cashier	214 N. Fourth st.
Granger, C. H.		White Line	Rialto Building.
Grant, W. D.		Pork Packer	3828 Garfield ave.
Grant, Chas. A.	W. D. Grant,	Pork Packer	3828 Garfield ave.
Grant, Alex. D.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Grassmuck, Wm.		Commission	116 N. Fourth st.
Gratz, Anderson	Warren, Jones & Gratz,	Bagging	Rialto Building.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging	Rialto Building.
Graves, Oswald	Oswald Graves Grain Co.		412 Chamber of Commerce
Graves, W. W.	St. Louis Cracker Co.		1809 Chouteau ave.
Gray, Melvin L.		Lawyer	509 Chestnut st.
Grayson, W.	St. L. Refrigerator & Wooden Gutter Co.		Main st. & Park ave.
Green, Geo. S.	D. I. Bushnell & Co.,	Seeds and Grain	109 N. Second st.
Green, R. W.	St. Louis Car-Wheel Co.,	Car Wheels	Bank of Commerce Bldg.
Green, C. C.	C. C. Green Lumber Co.		Temple Building.
Green, H. H.	Green Car-Wheel Mfg. Co.,	President	3018 N. Broadway.
Green, Chas.	Green & LaMotte,	Real Estate	724 Chestnut st.
Green, Thomas	Green & LaMotte,	Real Estate	724 Chestnut st.
Green, James	Heimbacher Steam Forge	and Rolling Mill Co.	Ninth and Pine sta.
Green, Montraville		Steamboating	Alton, Ill.
Green, W. L., Jr.	W. L. Green	Commission Co.	204 N. Third st.
Greene, O. H.	National Lead Co.,	Asst. Manager	Tenth st. and Clark ave.
Greensfelder, Joseph B.		Justice of Peace	Central, St. Louis Co.
Greensfelder, Moses B.		Real Estate	Central, St. Louis Co.
Greenwood, Moses, Jr.	Greenwood & Co.,	Real Estate	Wainwright Building.
Greer, James G.			902 Chestnut st.
Greer, Robert C.	R. C. Greer & Sons	Realty Co.	902 Chestnut st.
Gregg, Norris B.	Mound City Pt. & Col. Co.,	Paints and Oils	406 N. Second st.
Gregg, Wm. H., Jr.	Mound City Pt. & Col. Co.		406 N. Second st.
Gregory, James A.			3410 Morgan st.
Gregory, Clay	Gregory Mining and Smelting Co.		Joplin, Mo.
Gregory, A. B.			White Hall, Ill.
Greve, Henry	With John Wahl	Commission Co.	2 S. Main st.
Grier, J. P.	Allen, Grier & Zeller	Co.	39 Board of Trade, Chicago
Griesedieck, Anton		Deceased.	
Griesedieck, Henry	H. Griesedieck & Co.,	Maltster	1134 S. Twelfth st.
Griesedieck, Paul H.			1134 S. Twelfth st.
Griesedieck, Bernard	National Brewery	Co.	Eighteenth and Gratiot sta.
Griesedieck, Joseph	National Brewery		Eighteenth and Gratiot sta.
Griesedieck, Henry C.	Helm Brewing Co.		East St. Louis, Ill.
Griesedieck, Henry, Jr.		Malting	1110 Park ave.
Griesedieck, H. L.	H. L. Griesedieck & Co.,	Liquors	715 N. Sixth st.
Griesedieck, Frank	Hy. Griesedieck, Jr.,	Malster	1110 Park ave.
Griffin, John S.	Ghio-Griffin Real	Estate Co.	210 N. Eleventh st.
Griffin, T.		Provisions	1701 Austin st.
Grimm, Henry J.	Grimm & Mitchell.		100 N. Fourth st.
Grindon, Alfred J.	Fisher & Co.	Real Estate	714 Chestnut st.
Groninger, R. J.		Deceased.	
Grone, Ed	Grone & Co.	Soda	13 S. Eleventh st.
Grone, Henry	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Grone, John G.	H. Grone Brewing Co.	Brewery	2219 Clark ave.
Gronemeyer, J. Ph.		Groceries	4214 Page ave.
Gronemeyer, C. L.	With J. P. Gronemeyer,	Grocer	2353 Clark ave.
Grosshelder, Aug. F.	Grosshelder & Bro.,	Flour and Feed	2517 Easton ave.
Grover, Hiram J.		Lawyer	417 Pine st.
Grubbs, H. B.	Armour Packing Co.		309 N. Second st.
Gruensfelder, Louis		Pork Packer	2023 Shenandoah st.

Name.	Firm.	Business.	Location.
Gruet, John P.	Waters-Pierce Oil Co.		Odd Fellows' Building.
Gruner, Philip	Gruner Bros. Lumber Co.		Ninth st. and Cass ave.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut st.
Guinzburg, H. A.		R. R. Ticket Broker	218 N. Broadway.
Gunnison, Geo. W.	Inland Oil Co. Oils		Commercial Building
Guy, W. E.	Madison Coal Co., President		Security Building
Haarstick, Hy. C.	St. L. & Miss. Val. Tr. Co., President		Main and Walnut sts
Haarstick, Wm. T.	St. L. & Miss. Val. Tr. Co., V-P.		Main and Walnut sts
Haase, Louis H.	A. C. L. Haase & Son	Fish Co.	415 N. Second st.
Haering, John		Teamster	2014 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haessler, Herman A.		Lawyer	16 N. Fourth st.
Hagerman, James.		Attorney	Wainwright Building.
Hagey, H. Given	Hagey Bros.	Commission	222 N. Main st.
Hahn, W. A.	Kohn & Co.	Brokers	815 N. Fourth st.
Hainsworth, Jonas			1452 Union ave.
Hake, Louis, Jr.	With Louis Hake & Son,	Provisions	519 N. Third st.
Hall, Chas. E.	Langenburg Bros.	Commission	418 Chamber of Commerce.
Hall, Geo. H.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, John E.	Goddard-Hall Co.		514 Chamber of Commerce.
Hall, L. M.			
Hall, Willard C.		Insurance	Wainwright Building.
Halloran, M. J.	E. W. Gessler & Co.	Commission	322 Pine st.
Hamilton, R. A.	Whittaker & Sons,	Manager of Pork House	7th & Carr sts.
Hamilton, Alexander	Gartside Coal Co.	Coal	1121 Pine st.
Hamlin, J. R.	Sherry & Hamlin.		206 Chamber of Commerce.
Hammer, L. F.		Photographer	Ohio ave. and Miami st.
Hancock, Wm. P.	Mut. Ben. Life Ins. Co.	Insurance	119 N. Third st.
Handlan, A. H. Jr.	M. M. Buck & Co.	Railroad Supplies	Odd Fellows' Building.
Hansbrink, C. J.	Sessinghaus Milling Co.		212 N. Third st.
Hanson, C. T.	P. E. Mathiason & Co.	Vice-P. & Sec'y	Ninth & N. Market sts.
Hanson, P. M.	St. Louis Stamping Co.		5310 N. Second st.
Hardie, Andrew D.	Kehlor Bros.	Millers	Second st. and Cass ave.
Hardin, N. C.		Attorney	401 Chamber of Commerce.
Harig, Albert J.	Waverly Milling Co.		Louisiana, Mo.
Harker, George M.	Agt. Allen Addition.		Waverly, Ill.
Harlow, J. B.		Civil Service Com.	2128 S. Seventh st.
Harnner, R. M.		Abstractor of Titles	Washington, D. C.
Harrigan, L.		Chief of Police	Chester, Ill.
Harris, Ben.	B. Harris & Co.	Hides and Wool	Four Courts.
Harris, James R.		Farmer	204 N. Main st.
Harris, David P.	Harris Bros.	Coal	Allentown, Mo.
Harris, Evan W.	Morris-Harris Wool S.	Co.	1611 N. Jefferson ave.
Harrison, John P.	Citizens' Insurance	Co., Insurance	4427 N. Twenty-first st.
Harrison, John W.	Shickle, H. & H.	Iron Co.	Rialto Building.
Harrison, W. B.	Harrison-Berry Com.	Co.	Twelfth and Papin sts.
Harrison, W. D.	Front Rank Steel	Furnace Co.	313 Chamber of Commerce.
Harrison, J. P. M.	Egypt Milling Co.		705 N. Main st.
Harstick, J. C.		Teamster	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.	Printing	221 N. Main st.
Hart, Herman	Hart Commission Co.		12 S. Main st.
Hartmann, Ernst	E. Hartmann Hide & Co.	Leather Co.	1928 Gravois ave
Hartmann, Rudolph	R. Hartmann & Co.	Commission	101 N. Main st.
Hartman, John		Merchant' Tailor	612 N. Broadway.
Harvey, Geo. Jr.	P. M. Brunner	Granitoid Co., Conts.	Turner Building.
Hattersley, F.	F. Hattersley & Co.	Flour Brokers	205 Pine st.
Hattersley, Joseph	F. Hattersley & Co.	Flour Broker	205 Pine st.
Hauelsen, F. G.	Hauelsen & Lang.	Produce and Com.	1016 N. Third st.
Hauptmann, Peter	Peter Hauptmann & Co.	Co., Tobacco	511 N. Third st.
Hauser, G. A.	H. Broeder,	Commission	926 N. Third st.
Hawken, Wm. H.	Cole Bros. Com. Co.		213 N. Second st.
Hayden, T. F.	Hayden Slate Co.		Twelfth and Locust sts.
Hayes, D. J.	St. Louis Milling Co.		Carlinville, Ill.
Haynes, Delos R.	Haynes Bros.	Real Estate	Union Trust Building.
Haynes, W. J.	Front Rank Steel	Furnace Co.	705 N. Main st.
Haynes, Wm. A.	Haynes, Gordon & Co.	Grain	Chenoa, Ill.
Hazard, Wm. P.	With C. H. Albers & Co.	Co., Commission	400 Cham. of Com.
Healey, E. S.	Glencoe Lime and Cement	Co.	Odd Fellows' Building.
Healey, J. D.		Grocer	2366 Scott ave.
Healey, Chas. F.	The N. K. Fairbank	Co.	Rialto Building.
Heath, A. J.	A. J. Heath & Co.	Commission	114 Pine st.
Heege, Albert		Grocer	Clayton, Mo.
Heege, Theodore		Grocer	Kirkwood, Mo.
Heffernan, James P.	T. J. Bradshaw & Co.	Co., Grain	4507 Easton ave.
Heidbreder, John H.	Liberty Brewing	Co., Brewers	2507 University st.
Heinrich, John P.	Heinrich Coal Co.	Coal	506 Olive st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Heldbreder, Chas. W.			2507 University st.
Heinrichsmeyer, Henry	Feed		6530 S. Broadway.
Heinzelmann, H. R.	Feed		Kirkwood, Mo.
Heintz, Emil	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heltzeberg, H. S.	Ed Heltzeberg P. & P. Co.		3101 N. Broadway.
Heltzeberg, Chas. L.	Ed Heltzeberg P. & P. Co.		3101 N. Broadway.
Heltzeberg, Geo. C.	Ed Heltzeberg P. & P. Co.		3101 N. Broadway.
Helein, Geo. A.	Cooperage		419 S. Fourteenth st.
Helery, M. F.	Restaurant		112 N. Third st.
Helfenstein, J. P.	Plant Seed Co.		312 N. Fourth st.
Hellendall, Gustave	Frank & Hellendall, Hides and Wool		107 Elm st.
Hellman, A. M.	A. M. Hellman & Co., Wholesale Liquors		508 N. Second st.
Hellman, Louis M.			508 N. Second st.
Hellman, Chas.	Hellman-Godlove Mercantile Co.		120 N. Main st.
Heltzell, D. S.	D. S. Heltzell & Co., Commission		10 S. Main st.
Heltzell, M. D.			907 N. Fourth st.
Heltzell, Harry D.	A. J. Child & Son, Commission		219 Market st.
Heman, John Henry	Heman Con. Co.	Leffingwell ave. and N. Market st.	
Heman, August	Heman Con. Co.	Leffingwell ave. and N. Market st.	
Heman, Wm.	Heman Con. Co.	Leffingwell ave. and N. Market st.	
Heman, John	Heman Con. Co.	Leffingwell ave. and N. Market st.	
Heman, Fred		Leffingwell ave. and N. Market st.	
Hemenway, Wm. D.	Peugnet & Hemenway, Insurance		305 Olive st.
Hendee, S. A.	S. A. Hendee & Co., Grain		Bushnell, Ill.
Hendgen, P. J.	Insurance		117 N. Third st.
Henseler, George	Oils		120 S. Commercial st.
Henseler, F. F.	St. Louis Drayage Co. Transfer		407 S. Main st.
Henson, Mark			Granite, Ill.
Henze, F. W.	Baker		417 Lucas ave.
Herf, O.	Herf & Frerichs Chemical Co.		4523 S. Broadway.
Herold, Theo.	Cherokee Packet Co.		Foot of Vine st.
Herold, Ferd.	International Bank, Cashier		Fourth and Chestnut sts.
Herthel, Adolph	Ill. Hydraulic Brick Co., Brick		Odd Fellows' Building.
Hesse, W. J.			509 Chestnut st.
Hesser, John T.	Coal and Coke		3311 Eads ave.
Heston, Edw. M.	The Knickerbocker Co.		205 N. Third st.
Hewitt, O.	Hewitt, Cochran & Co., Commission		1613 Biddle st.
Heydt, John B.	Baker		Houser Building.
Heyman, Wm.	Lackawana Line, Agent		East St. Louis, Ill.
Hezel, Charles	Hezel Milling Co., Millers		East St. Louis, Ill.
Hezel, Moris	Hezel Milling Co., Millers		Security Building.
Hickman, W. T.	Wiggins Ferry Co., Contracting Agent		210 Market st.
Hickel, Joseph, Jr.	Jos. Hickel & Son, Butter and Cheese		Laclede Building.
Higbee, R. B.	Merchant		3702 Cook ave.
Hilger, John J.			3749 N. Broadway.
Hilke, Christoph	Flour and Feed		3747 N. Broadway.
Hilke, Christ H.	Christ Hilke, Feed		804 N. Third st.
Hilmer, E. C.	Hilmer-Scheltlin Com. Co.		Union Trust Building.
Hill, Ewing	Western Advertising Co.		600 S. Main st.
Hill, G. W.	Regina Mills, Millers		116 S. Main st.
Hill, Jerome	Jerome Hill Cotton Co., Cotton Factors		Third and Pine sts.
Hill, Walker	American Ex. Bank, President		Odd Fellows' Building.
Hill, Wm. L.	N. Y. Life Insurance Co., Agent		2843 Washington ave.
Hill, James A.			
Hill, W. R.	Deceased.		
Hill, H. M.	Lawyer		Sixth and Olive sts.
Hillar, W. T.	Illinois Central Railroad.		115 N. Third st.
Hilliard, Morris B.	Baker, Darst & Hilliard, Commission		206 Market st.
Hills, Edward	Dodson & Hills, Pickles, etc.		Third and Cedar sts.
Hilttenbrand, Eugene	Deceased.		
Hinchman, J. G.	Provision Inspector		22 S. Commercial st.
Hinde, John D.	Broker		Rialto Building.
Hindmann, James H.	Farmer		Rockwood, Ill.
Hines, W. H.	Live Stock		Union Stock Yards.
Hinrichs, R. C.	Washburn-Crosby Co., Flour		Main and Olive sts.
Hinton, H. H.	Heine Safety Boiler Co.		Bank of Commerce Building.
Hirsch, I. C.	Cal Hirsch & Sons Iron & Rail Co.		212 Clark ave.
Hirschberg, F. D.	F. D. Hirschberg & Bro., Insurance		123 N. Third st.
Hitchcock, Henry	Attorney		Wainwright Building.
Hitchcock, E. A.	Crystal City Plate Glass Co.		Wainwright Building.
Hoagland, Wm. Y.			4408 N. Nineteenth st.
Hobart, B. F.	K. & T. Coal Co., President		Laclede Building.
Hodgkins, Daniel	With R. Cleary Com. Co., Commission		318 Cham. of Commerce.
Hodgkins, Elbert	J. B. M. Kehlor & Co., Grain		411 Chamber of Commerce.
Hodgman, Chas.	Whitaker & Hodgman, Stock & Bond Brokers		300 N. Fourth st.
Hoffman, August	Hoffman Stave Co., Coopers		Second and Monroe sts.
Hoffmann, Chr. F.	Superior Ice and Cold Storage Co.		Twelfth and Palm sts.

Name.	Firm.	Business.	Location.
Hofman, S. H.		Builder	Globe-Dem. Building.
Hofman, Louis	Meyer & Hofman,	Brewers' Supplies	22 S. Main st.
Hofmann, F. W.	Hofmann Bros. Prod.	Co., Prod. & Groceries	700 N. Second st.
Hofmann, E. G.	Hofmann Bros. Prod.	Co., Prod. & Groceries	700 N. Second st.
Holland, George H.	Bridge & Beach	Mfg. Co., Stoves	Main and Almond sts.
Holliday, Saml N.		Attorney	306½ Olive st.
Hollister, Eli T.	Crescent Ptg. Co.	President	904 N. Fourth st.
Hollmann, Henry C.	H. C. Hollmann & Co.	Produce	21 N. Main st.
Hollmann, Julius	Fischer Flour Co.		204 Market st.
Holmes, Jesse H.	With H. & L. Chase,	Bags	8 N. Main st.
Holtzhaus, Louis J.	Fourth Nat'l Bank,	Vice-President	Rialto Building.
Holtzclaw, Frank	Janis, Phillips & Co.		Ninth and Locust sts.
Homes, F. B.		Deceased.	
Homes, Charles R.	Peterson & Homes,	Queensware	408 N. Broadway.
Hopkins, James	Diamond Match Co.	President	1800 S. Second st.
Hopkins, Geo. K.	Hopkins-Weller Drug	Co., Wholesale Druggists	603 N. Main st.
Hopkins, Innis	Erle Despatch.		Laclede Building.
Hoppe, E. F.	Chas. Hoppe & Son	Malting Co.	717 Park ave.
Hoppius, Herman F.	Mullen & Hoppius	Painting Co.	114 Olive st.
Horn, Benjamin F.		Staves and Heading	312½ Chestnut st.
Horn, Chas. W.	Benj. F. Horn,	Cooperage	East St. Louis, Ill.
Horner, William H.			6753 Garner ave.
Horner, E. P.	Allen-West Com. Co.		104 S. Main st.
Hornsby, Joseph L.		Attorney	220 N. Fourth st.
Horrocks, James	R. G. Dun & Co.,	Mercantile Agts.	Cham. of Commerce.
Horton, Wm. M.		Real Estate	Wainwright Building.
Heepes, Richard	Ger. Sav. Institution,	Cashier	Fourth and Pine sts.
Houston, Joshua		Retired.	4013 Delmar ave.
Houston, J. M.	J. M. Houston Grocer Co.	Wholesale Grocers	800 Spruce st.
Houts, Percy	G. V. Brecht B. S. Co.		Twelfth st. and Cass ave.
Howard, L. J.	Evans & Howard Fire	Brick Co.	920 Market st.
Howard, W. P.	W. P. Howard & Co.	Commission	408 N. Levee.
Howard, Thomas		Deceased.	
Howard, John W.		Liquors	307 Garrison ave.
Howard, W. P., Jr.	W. F. Howard & Co.	Commission	408 N. Levee.
Howe, J. C.	St. L. & Eastern Railway,		Security Building.
Hoyt, E. R.	Hoyt Metal Co.	Secretary	4143 Clayton rd.
Hubbard, Robt. M.	Hubbard & Bartlett	Commission Co.	Fourth and Pine sts.
Huber, Andrew		Grain	Bunker Hill, Ill.
Huber, Charles	Huber Milling Co.		Seneca, Mo.
Hudson, B. F.	Hudson Bros. Com. Co.	Commission	212 N. Second st.
Hudson, Wm. A.	Hudson Bros. Com. Co.	Commission	212 N. Second st.
Hudson, John		Cotton	146 Barry st.
Huff, C. H.	C. H. Huff & Son,	Insurance	101 Chamber of Commerce.
Hug, Henry	Wm. Tepe.	Feed	2725 Laclede ave.
Hull, Leon L.	Leon L. Hull Real Estate	Co.	804 Chestnut st.
Hull, William L.	Wm. L. Hull & Co.	Commission	Republic Building.
Humphrey, Frank W.	F. W. Humphrey & Co.,	Clothing	Pine and Broadway.
Humphreys, John D.	Humphreys Prod. Co.,	Commission	712 N. Third st.
Hundley, John H.	E. B. White Grain Co.		500 Chamber of Commerce.
Hunkins, F. P.	Thorn-Hunkins Lime and Cement Co.		108½ N. Eighth st.
Hunn, Eugene F.	Kehlor Bros.,	Millers	401 Chamber of Commerce.
Hunt, H. M.		Physician.	Pioneer Press Bldg., St. Paul, Minn.
Hunt, H. L.		Grain	Ramsey, Ill.
Hunter, R. D.	Tex. and Pacific Coal Co.		Fort Worth, Tex.
Hunter, E. D.	Hunter Bros.		70 Broadway, N. Y.
Hunter, E. O.	Hunter Bros.	Grain and Feed	Third and Chestnut sts.
Hunter, Henry	R. Cleary Com. Co.		318 Chamber of Commerce.
Hunter, Thos. M.	The Albert Dickinson Co.		Sixteenth and Clark sts., Chicago.
Huppert, W. E.	With Klausman Brewery	Co., Book-keeper	8639 S. Broadway.
Huse, William L.	Huse & Loomis Ice	Co., Ice	Security Building.
Hussey, Thos. C.	Hussey & Co.,	Grain	Carrollton, Ill.
Hussmann, Henry		Flour	10 S. Main st.
Husted, Edward C.	St. Joe Lead Co.		Laclede Building.
Hutchinson, R. R.	Mechanics' Bank,	Cashier	Fourth and Pine sts.
Hutchinson, James		Syrup and Sugar Broker	712 Spruce st.
Hutchinson, W. I.	E. St. L. Packing Co.		409 Morgan st.
Huttig, C. H.	Huttig Sash and Door Co.		3900 Chouteau ave.
Hynes, Geo. A.	Geo. A. Hynes & Co.,	Real Estate	804½ Chestnut st.
Hypes, B. M.		Physician	2005 Victor st.
Imbs, Joseph F.	J. F. Imbs & Co.,	Flour Commission	120 S. Main st.
Imbs, Joseph J.	J. F. Imbs & Co.,	Flour Commission	120 S. Main st.
Inman, B.	D. R. Francis & Bro. Com. Co.		Laclede Building.
Isaacs, Charles W.	St. Louis Nat'l Bank,	Cashier	207 N. Broadway.
Isaacs, Eugene L.	J. L. Isaacs Wall Paper Co.		1210 Olive st.
Iseinstein, Wm.	Bank of Commerce.		Broadway and Olive st.

Name.	Firm.	Business.	Location.
Israel, Elmer L.	H. & L. Chase, Bags, etc.		8 N. Main st.
Ittner, Anthony	Ittner Bros., Brick Manufacturing		29 Telephone Bldg.
Ittner, Wm. B.	Link, Rosenheim & Ittner, Architects		Union Trust Bldg.
Ives, Halsey C.			Nineteenth st. and Lucas pl.
Jacoby, Hugo	H. B. Eggers & Co., Millers		Eighth st. and Clark ave.
Janes, J. M.			116 N. Fourth st.
Jacob, Joseph W.	Continental Line.		111 N. Third st.
James, L. S.	M. Rumely & Co.		1107 Clark ave.
Jannopoulos, D.	Mo. Tent and Awning Co., Tents		218 Chestnut st.
Jarvis, Wm. W.	Exchange Bank,		Troy, Ill.
Jasper, Louis A.	Jasper & Sellmeyer, Com.		218 S. Main st.
Jacoby, P.	Jacoby Commission Co.		316 N. Main st.
Jennelle, J. A.	Red Line, Agent		Fourth and Chestnut sts.
Jennings, Curtis M.	Berthold & Jennings, Lum. Com.		24 N. Fourth st.
Jenkins, Hunter Ben	Steamboat Agent		Foot of Wash'n ave.
Jinkins, B. C.	Broker		Bank of Commerce Building.
Joerger, G. A.	Teamster		Eleventh and Papin sts.
Johnson, A. C.	St. Louis Com'l Bulletin.		115 Pine st.
Johnson, John D.	Chas. P. & J. D.		B'dway & Walnut
Johnson, M. B., Jr.	T. E. Price & Co.		118 N. Fourth st.
Johnson, Chas.	R. W. Weighing Ass'n		Security Building.
Johnson, Geo. W.	M. B. Johnson & Co.		22 S. Commercial st.
Johnson, Walter	J. B. M. Kehlor & Co.		411 Chamber of Commerce
Johnston, Geo. S.	Tin Foil Manufactory		6020 S. Broadway.
Jones, Breck	Miss. Valley Trust Co.		808 N. Fourth st.
Jones, Chas., Jr.			3023 Lucas ave.
Jones, Ezekiel	Jones-Pope Produce Co.		915 N. Fourth st.
Jones, Geo. P.	Geo. P. Jones & Co.		710 N. Main st.
Jones, Henry T.	More, Jones & Co.		1608 N. Eighth st.
Jones, H. R. L.	Mermod-Jaccard Jewelry Co.		Broadway and Locust st.
Jones, James E.	Crystal Plate-Glass Co.		Wainwright Building.
Jones, L. B.			115 N. Eighth st.
Jones, L. F.	Warren, Jones & Gratz,		Rialto Building.
Jones, Paul G.	Block, Dean & Co.		417 Cham. of Commerce
Jones, Vincent M.	John Mullally Com.		405 Chamber of Commerce.
Jones, Wm. C.	Wm. C. & J. C. Jones,		Laclede Building.
Jordan, J. M.	Jordan Floral Co.		706 Olive st.
Joy, Levi			101 S. Main st.
Joy, Chas. F.			Bank of Commerce Building.
Judson, F. N.	Judson & Taussig,		421 Olive st.
Judd, W. D.	W. D. Judd & Co.		Laclede Building.
Jungebluth, Fr.	E. B. White Grain Co.		500 Chamber of Commerce.
Kaehler, E.	Interstate Despatch, Agent		116 N. Third st.
Kahmann, Geo. H.	McGee, Kahmann & Co., Manufacturer		Kansas City, Mo.
Kalme, Edwin F.	J. E. Kalme & Bro.		619 Chestnut st.
Kaiser, John G.	Jno. G. Kaiser & Co.		801 Franklin ave.
Kaiser, Henry	Jno. G. Kaiser & Co.		901 Franklin ave.
Kaiser, Jacob	Jacob Kaiser & Co.		204 S. Fourth st.
Kaiser, John H.	John H. Kaiser & Co.		Eighth and Wash sta
Kalb, G. O.	G. O. Kalb & Son,		120 N. Third st.
Kalter, A.	M. A. Kalter,		208 N. Fourth st.
Kammerer, L. G.	Mullanphy Savings		1451 N. Broadway.
Kaufman, Nathan	Conn. Mut. Ben. Life		Odd Fellows' Bldg.
Kauffman, John W.	Kauffman Milling		400 Chamber of Commerce.
Kauffman, F. E.	Kauffman Milling		400 Chamber of Commerce
Kaune, Wm. G.	Wonderly Coal Co.		Breese, Ill.
Kavanaugh, James			1713 Clark ave.
Keane, Wm.	Keane & Grace,		923 Chestnut st.
Keeble, W. B.	Senter & Co.		25 S. Third st.
Keeler, Henry F.	Borden & Selleck,		612 N. Third st.
Kehoe, C. J.	F. D. Hirschberg & Bro.		123 N. Third st.
Kehlor, D. M.	Kehlor Bros.		402 Chamber of Commerce.
Kehlor, J. B. M.	Kehlor Bros.		402 Chamber of Commerce.
Kehrmann, S.	S. Kehrmann & Co.		Broadway and Market st.
Kelm, Philip			2550 DeKalb st.
Kelflein, John M.	Consolidated Coal Co.		Foot of Locust st.
Keirsey, W. H.	C. H. Albers Com. Co.		313 Chamber of Commerce
Keiser, John P.			417 Pine st.
Keiser, C. J.	Keiser Bros. Milling Co.		Mt. Olive, Ill.
Keleher, P. F.	P. F. Keleher & Co.		2654 Olive st.
Kellar, John A.			St. Charles, Mo.
Kelley, Geo. D. L.	Daily Commercial		115 Pine st.
Kelly, Patrick J.	Cullen & Kelly,		2735 Cass ave.
Kemper, Henry	G. H. Kemper & Co.		Grain and Flour
Kendrick, Albert S.	With H. & L. Chase,		8 N. Main st.

Name.	Firm.	Business.	Location.
Kennard, John	Kennard & Sons Carpet	Co., Carpets	Broadway and St. Charles.
Kennard, Samuel M.	Kennard & Sons	Car. Co., Carpets	B'dway & St. Charles.
Kennedy, M. A.	M. A. Kennedy & Co.	Commission	1134 N. Third st.
Kennedy, T. D.	Jeremiah Murphy,	Pork Packer	2315 Morgan st.
Kennett, Wm. P.	D. R. Francis & Bro.	Com. Co., Secretary	Laclede Building.
Kenny, Thomas		Coal and Feed	2613 N. Jefferson ave.
Kent, Henry T.		Lawyer	Union Trust Building.
Kent, H. V.	A. M. Nelson Paint Co.		701 N. Second st.
Kerens, R. C.			Security Building.
Kerls, Charles T.		Flour and Feed	2081 Salisbury st.
Kern, Jacob	W. C. Wilkinson & Co.	Commission	202 N. Main st.
Kerner, J. V.	Crescent Grain and El. Co.		Laclede Building.
Kerr, Thos.	Dehner & Wuerpel,	Mill Furnishing Co.	1607 S. Third st.
Kessler, Anthony	Anthony Kessler &	Son, Tanners	3217 N. Broadway.
Keyes, S. P.		Livery	1100 St. Ange ave.
Kidder, Edward M.	Kidder & Wiggins,	Brokers	Bank of Commerce Building.
Kiely, P. M.	P. M. Kiely & Co.	Commission	916 N. Third st.
Kier, Wm. F.		Physician	309 S. Broadway.
Kilcullen, Thos. B.	Francis Young Feed	Co.	2924 Cass ave.
Kilpatrick, Claude	Rutledge &	Kilpatrick, Real Estate	717 Chestnut st.
Kimball, Benjamin		Insurance	411 Olive st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Locust st.
King, Lawrence L.		Fire Insurance	Sixth and Locust sts.
King, Wm. M.	John Dwight & Co.		11 Old Slip, New York.
King, D. H.	King, Brinsmade & Co.	Millinery	709 Washington ave.
Kingsland, L. D.	Kingsland & Douglass	Mfg. Co.	1521 N. Eleventh st.
Kingsland, George	Central Union Brass	Co.	823 N. Second st.
Kinnan, A. B.		Pack's-house Sup.	Bank of Com. Bldg.
Kinsella, James	Kinsella & Co.	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella	Coffee and Spice Co.	707 Spruce st.
Kinsky, George J.	Geo. J. Kinsky & Co.	Stocks and Bonds	Security Building.
Kirby, E. B.			4205 West Belle pl.
Kircher, Jacob			624 N. Eighth st., Quincy, Ill.
Kirk, H. F. Jr.	Waggoner-Gates	Milling Co.	Independence, Mo.
Kirkham, J. H.			Carbondale, Ill.
Kissner, John	Foskett & Kissner,	Feed	4345 N. Broadway.
Klaiber, Fred J.		Poultry	3502 Manchester ave.
Klausner, Aug. F.		Groceries and Feed	5034 N. Broadway.
Klauber, John	A. Klauber & Sons Iron	and Metal Co.	409 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron	and Metal Co.	409 S. Fourth st.
Klein, Jacob	Circuit Court,	Judge	Court House.
Kleine, Henry C.		Groce	3000 McNair ave.
Klenk, Charles	A. Laux,	Pork Packer	113 Russell ave.
Klinger, S. H.	St. Louis Transfer Co.,	Manager	2 S. Broadway
Klostermann, Wm. A.		Feed	2423 Cass ave.
Knebel, L.	L. Knebel & Co.	Grain	Pierron, Ill.
Knehans, H. W. Jr.	H. W. Knehans &	Sons, Commission	1022 N. Third st.
Knight, Geo. W. J.		Salesman	Fourth st. and Clark ave.
Knight, Harry F.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Knoblauch, C. O.		Boneblack	27 S. Main st.
Knox, C. G.	St. L. National Stock Yards,	Vice-President	National Stock Yards, Ill.
Koch, J. O.	Breese Mill and Grain Co.		Breese, Ill.
Koechig, Wm.	Jos. A. Buckland & Co.,	Hay and Grain	108 S. Third st.
Koehler, C.	Columbia Brewing Co.		Twentieth and Madison sts.
Koehler, O. C.	American Brewing Co.		2818 S. Seventh st.
Koehler, Henry Jr.	American Brewing	Co.	2818 S. Seventh st.
Koingsmark, T.		Milling	Waterloo, Ill.
Koenig, William	Wm. Koenig & Co.,	Farm Machinery	120 S. Eighth st.
Kohlbr, Louis		Feed	3407 Missouri ave.
Kohlbr, Louis, Jr.	Louis Kohlbr,	Feed	3407 Missouri ave.
Kohl, F.	Kohl & Niemann,	Feed	Venice, Ill.
Kohn, Wm. M.	Kohn & Co.,	Brokers	315 N. Fourth st.
Kohn, R. D.			315 N. Fourth st.
Kohring, Gerhard	G. Kohring & Bro.,	Wholesale Liquors	803 N. Second st.
Kolb, Adolph		Feed	306 S. Seventh st.
Konta, Alexander		Stocks and Bonds	311 Pine st.
Kortjohn, Henry	Fisse & Kortjohn,	Attorney	Laclede Building.
Kotany, M.		Stock and Bond Broker	411 Olive st.
Kracke, J. H.	J. H. Kracke & Co.,	Grain and Hay	200 N. Commercial st.
Kraft, C. L.			2310 Walnut st.
Kramer, Theodore		Feed	2910 Oregon ave.
Krath, C.	Deceased.		
Krauss, Christian J.	Deceased.		
Krauss, John	Kausman Brewery Co.	Brewers	3639 S. Broadway.
Krausse, E. B., Jr.	Page & Krausse Mfg.	and Mining Co.	410 Valentine st.
Kraussnick, E. C.	Gessler & Kraussnick,	Brokers	411 Olive st.
Krenning, H. B.	F. H. Krenning & Sons,	Grocer	818 N. Third st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Kress, John A.		U. S. A.	St. Louis.
Kretschmar, Ernest		Provisions	2700 Cherokee st.
Krey, Fred	John Krey & Son.	Pork Packers	21st and Bremen ave.
Kriekhaus, A.	A. Kriekhaus & Co.	Hides and Commission	410 S. Main st.
Kriekhaus, Arthur	A. Kriekhaus & Co.	Hides, etc.	410 S. Main st.
Krite, F. H.	Hazel Milling Co.	Millers	East St. Louis, Ill.
Kroeger, Mathias	Hy. Sayers & Co.	Commission	216 N. Main st.
Kron, A.		Livery Stable	2122 N. Tenth st.
Krueger, W. F.		Feed	Luxemburg, Mo.
Kruse, E. C.	Willemssen Belting Co.		205 Destrehan st.
Kuenke, Henry		Flour and Feed	2651 Gravois ave.
Kuehne, Frank	Frank Kuehne & Co.	Produce	1132 N. Third st.
Kuhlman, Henry W.	Kuhlman & Bros.	Grocers and Feed	2300 Bremen ave.
Kuhn, Charles		Real Estate	521 Pine st.
Kuhn, Francis	Ravenswood Distillery	Co.	23rd and Madison st.
Kuhs, Aug. H.	Arsenal Brewery		Twelfth and Lynch sts.
Kuhs, H. W.	H. W. Kuhs & Co.	Grocers and Com.	28 S. Third st.
Kunz, Henry		Maltster	1313 Ann ave.
Kupferle, E.	Kupferle Bros. Mfg. Co.		600 N. Second st.
Kurtz, Paul	Paul Kurtz & Co.	Produce	1018 N. Third st.
Kurtzborn, Aug.	Aug. Kurtzborn & Sons,	Jewelry	412 N. Broadway.
Lackland, R. J.	Boatmens' Bank,	President	4th & Washington ave.
Lackland, Edgar C.			Laclede Building.
Lackland, Rufus J. Jr.			Laclede Building.
Lacroix, Louis S.	Flanagan & Co.	Millers	1913 S. Third st.
Ladenberger, Chas.	Wurst Coal and	Hauling Co.	2136 DeKalb st.
Lahey, Thos. P.	T. E. Price & Co.	Brokers	118 N. Fourth st.
Laine, Michael		Builder	4080 N. Grand ave.
Lafin, Addison H.			1263 1st st., San Diego, Cal.
Lahee, Eugene H.			Alton, Ill.
Lamb, R. F.		Insurance	123 N. 3rd st.
Lambrecht, Adolph	Huch, Lambrecht & Co.		Columbia, Ill.
Lamping, W. C.	Crescent Elevator		Laclede Building.
Lamping, C. M.	W. L. Green Com. Co.		204 N. Third st.
Lancaster, R. D.		Real Estate	202 N. Eighth st.
Landau, Louis	Bodenheimer, Landau & Co., Grocers		527 N. Second st.
Lang, Geo. P.	Hauelsen & Lang.	Produce	1016 N. Third st.
Lang, George	Braun-Lang Com. Co.	Flour and Commission	5 N. Second at Cham. of Com. Building.
Lang, B. H.	P. P. Williams & Co.	Commission	Thirty-fourth and Locust sts.
Langan, L.	Langan Livery Co.		118 N. Com. st.
Langdale, W. H.	St. L. & N. O. An.	Line, Purchasing Agent	Bank of Commerce Building.
Lange, Wm. A.	German Life Ins. Co.		418 Cham. of Com.
Langenberg, Geo. F.	Langenberg Bro. & Co., Commission		418 Cham. of Com.
Langenberg, H. F.	Langenberg Bro. & Co., Commission		8 N. Commercial st.
Langton, J. J. P.	Reid Bros. Pkg. Co.	Grain	Fourth and Pine st.
Lanitz, George			7020 S. Broadway.
Lanley, John W.	Carondelet Milling Co.	Broker	Cham. of Commerce.
Lansing, E. W.			
Lansing, A. B., Jr.	Deceased.		
Larkin, Thos. H.	Larkin & Scheffer,	Mfg. Chemists	Main and Anna sts.
Larimore, N. G.			Larimore, N. Dakota.
Latal, John J.	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourette, James	Columbia Zinc	Works	Marion, Ind.
Laughlin, J. R.	Jas. M. Carpenter & Co.	Real Estate	108 N. Eighth st.
Laughlin, Julian		Lawyer	511 Pine st.
Lawnin, Jos. D.		Lumber	807 N. Levee.
Lawrence, Frank	Rio Chemical Co.		401 N. Main st.
Lederer, Samuel M.	Pickel Stone Co.		1320 old Manchester Road.
Lee, W. H.	Merchants' Laclede Nat.	Bank, President	4th and Olive st.
Lee, Wm. H.	W. H. Lee & Co.	Wholesale Liquors	713 Lucas ave.
Leftwich, W. M.	Leftwich Com. Co.		Republic Building.
Leftwich, Morris	Leftwich Com. Co.		Republic Building.
Lehman, S. M.	Lehman Bros.	Commission	16 William st., N. Y.
Lehmer, H. G.	Scholten Photo Co.		1514 Olive st.
Leighton, Geo. E.	Bridge and Beach	Mfg. Co., President	Rialto Building.
Leighton, J. F.			421 Olive st.
Lelong, A. A.	Citizen's Bank,	Cashier	New Orleans
Lemcke, L.	L. Lemcke & Co.	Commission	Fourth and Pine
Lemcke, M. H.		Insurance	104 N. Third st.
Lemp, William J.	W. J. Lemp Brewing Co., Brewer		Thirteenth and Cherokee.
Lemp, Louis F.			Thirteenth and Cherokee.
Lemp, Wm. J., Jr.			Thirteenth and Cherokee.
Lemp, Carl A.			Thirteenth and Cherokee.
Leonhardt, E. W.	Saxony Mills,	Milling	310 Lombard st.
Leonhardt, R. H.	Saxony Mills,	Flour	312 Lombard st.
Leonhardt, Martin W.		Kehlor Mills	East St. Louis, Ill.
Leschen, Henry	A. Leschen & Son,	Rope and Cordage	920 N. Main st.

MERCHANTS' EXCHANGE OF ST. LOUIS.

19

Name.	Firm.	Business.	Location.
Levy, Falk	Life Insurance	Wholesale Cutlery	616 St. Charles st.
Levy, M. W.	Chas. Ledewag & Co.,	Provisions	Seventh and Pine sts.
Lewedag, Chas.	Maramac Iron Co.,	Mineral	903 N. Fourth st.
Lewis, Turner T.	J. R. Lewis Com. Co.,	President	Wainwright Building.
Lewis, J. R.	Court of Appeals,	Clerk	203 N. Third st.
Liebke, C. Frank	Liggett-Myers Tobacco	Saw Mill	Second and Buchanan sts.
Liggett, John E.	Schreiner-Flack Grain Co.	Co.	715 Chestnut st.
Lightner, C. B.	Robert Lindblom & Co.,	Com.	118 N. Fourth st.
Lindblom, Robert	Deceased.		13 Cham. of Com., Chicago.
Linke, Ernst			
Linley, Ezra H.		Merchant	714 N. Second st.
Linneman, Henry J.		Drug Broker	409 N. Second st.
Lippelt, G. H., Jr.	Zittlosen Mfg. Co.,	Tents, etc.	106 N. Broadway.
Little, George H.			4622 Easton ave.
Little, Wm. C.	Wm. C. Little & Bro.,	Bankers and Brokers	411 Olive st.
Little, R. L.		Street Com. office	City Hall.
Little, H. J.	Wm. C. Little & Bro.,	Brokers	411 Olive st.
Lippeimann, John H.	Benton Hay	and Grain Co.	6400 Manchester Road.
Littler, Joseph W.		Broker	321 Pine st.
Litzau, August H.	Bode & Litzau Mer.	Co., Feed	531 Manchester rd.
Locke, Geo. W.	Geo. W. Locke & Co.,	Real Estate	907 Chestnut st.
Lockwood, James Y.	Miss. Riv. & Bonne	Terre Trans. Co.	Security Building.
Lockwood, Wm. M.	St. L. & A. M.	Ass'n, Treasurer	503 Olive st.
Loeb, C. M.	American Metal Co.		Security Building.
Loehr, F.		Saloon	110 N. Third st.
Loewen, David	D. Loewen & Son,	Broom Corn	514 N. Main st.
Logeman, C. A.	Logeman Chair Co.		2000 N. Main st.
Lohmeyer, Wm. H.		Hay and Grain	614 Ann ave.
Lohmeyer, Louis H.	Lohmeyer & Co.,	Real Estate Agents	709 Chestnut st.
Loker, Geo. H.	Carbo-Alumina Metal	Co.	2218 Washington ave.
Loneragan, T. J.			503 Chamber of Commerce.
Louderman, James H.			510 Pine st.
Louderman, John H.			510 Pine st.
Louderman, John H., 2nd	Plows Candy	Co.	203 N. Main st.
Louderman, Henry B.			510 Pine st.
Louderman, H. B., Jr.		Broker	Roe Building.
Love, J. G.	C. M. & St. P. Ry.,	Agent	Houser Building.
Love, John E.	Love & Sons,	Real Estate	209 N. Eighth st.
Lovington, Adolphus	Lehigh & Wab.	Despatch	325 Chestnut st.
Lowry, J. A.	N. K. Fairbanks & Co.		Rialto Building.
Lucas, Henry V.			105 N. Third st.
Lucas, Joseph D.		Real Estate	1064 N. Eighth st.
Lucas, John B. C.			919 Chestnut st.
Ludington, F. H.	H. & L. Chase,	Bags	8 N. Main st.
Luehrmann, Aug. F. W.	Luehrmann	Bros., Commission	2302 N. Second st.
Lueking, H. A.	Heckel Hardware Co.		412 N. Twelfth st.
Lumaghi, Joseph	G. Lumaghi,	Coal	Wainwright Building.
Lungstras, Eugene	Lungstras Dyeing & Cleaning Co.		1300 Park ave.
Lusk, Isaac P.	Diamond Joe Line,	Steamboat Agent	Foot of Wash'n ave.
Luth, Fred L.	St. Louis D. B. & Prov. Co.,	Provisions	800 Manchester ave.
Mack, Henry W.	Connor Bros.,	Commission	Gay Building.
Madill, George A.	Union Trust Co.,	President	Union Trust Building.
Maestre, Antonio		Commission	4224 Finney ave.
Maffitt, Charles C.	Iron Mountain Co.		Security Building.
Maffitt, P. C.	Missouri Railroad Co.,	President	10 S. Compton ave.
Maffitt, Wm.	St. L. Union Stock Yards	Co.	Bremen ave.
Maffitt, Wm. C.		Real Estate	Security Building.
Maginn, Frank	Maginn & Hollman,	Insurance	Security Building.
Maginnis, James A.	J. A. Maginnis &	Co., Saddlery	619 N. Fourth st.
Maguire, John		Real Estate	107 N. Eighth st.
Maguire, Chas. J.	Maguire Coal Co.		Union Trust Building.
Maguire, Louis T.	Oriel Glass Co.		107 N. Eighth st.
Mallinckrodt, Edw.	Mallinckrodt Chem. Wks.,	Mfg. Chemists	Mallinckrodt & 2d.
Manion, P. P.	Manion Blacksm and Wrecking Co.,	Blacksm'g	800 N. Levee.
Manion, T. C.	C. R. R. of Ga.		Houser Building.
Mann, T. L.	H. Griesedieck & Co.,	Maltsters	1134 S. Twelfth st.
Mann, M. B.			Pinckneyville, Ill.
Manewal, Aug.	Manewal-Lange Cracker Co.		Sixth and Cass ave.
Mansur, A.	Mansur-Tebbetts Imp. & Co.,	Farm Machinery	Tenth and Spruce sts.
Markham, W. H.	W. H. Markham & Son,	Insurance	119 N. Third st.
Markham, George D.	W. H. Markham & Son,	Insurance	119 N. Third st.
Marks, David A.	Stoble Cereal Mills,	Macaroni & Verm.	711 N. Second st.
Marks, John J.	Stoble Cereal Mills.		711 N. Second st.
Marley, T. F.		Architect	Fagin Building.
Marquard, George H.	Geo. H. Marquard & Bro.,	Grocers	841 Brooklyn st.

Name.	Firm.	Business.	Location.
Marquis, P. S.	J. E. Barrett Mfg. Co.	Gravel Roofing	109 N. Ninth st.
Marshall, J. D.	Marshall Livery Co.		110 Walnut st.
Martin, James	James Martin & Co.	City Weighers	4 S. Commercial st.
Martin, M. E.		Merchant	Cham. of Commerce
Martin, George		Commission	505 Cham. of Commerce
Martin, Henry		Commission	Fourth and Chestnut sta.
Martin, M. Jr.		Broker	116 Eads ave.
Martin, T. Orrie	Balt. Storage & L. Co.		307 1/2 Pine st.
Marx, Harry N.	Marx & Haas	Wholesale Clothing	Tenth & Lucas ave.
Mason, Frank I.	St. Louis Tarpaulin Co.		4 S. Commercial st.
Mason, Isaac M.			4 S. Commercial st.
Mason, Wm. H.	Willis C. Walker & Co.		Union Trust Building
Massengale, John E.	Tenn. River Packet Co.	Secretary	Foot of Locust st.
Mathiason, P. B.	P. B. Mathiason & Co.	Mfg. Fertilizers	510 N. Second st.
Matthews, Wm.		Insurance	18 N. Third st.
Matthews, Leonard			300 N. Fourth st.
Maune, August			2348 Dodier st.
Mauntel, John J.	John J. Mauntel & Co.	Commission	Republic Building
Maxon, John H.	R. B. Brown Oil Co.		Rialto Building
Mayer, Fred	A. B. Mayer Mfg. Co.	Fertilizers	1020 N. Twelfth st.
Mayfield, Manning		Real Estate	Laclede Hotel
Mayger, Geo. E.		Grocers	716 N. Third st.
Maynard, J. F.	Am. Ice Machine Co.		320 S. Third st.
Mayo, Wm. H.		Masonic Secretary	Security Building
Meagher, James	Jas. Meagher & Co.	Pork Packers	1300 N. Main st.
Meara, John G.	Meara & Co.	Leaf Tobacco	106 Market st.
Medanich, Thos.		Ice	1811 Linn st.
Meek, A. J.	Meek, Finger & Co.	Millers	Marissa, Ill.
Meeks, J. C.	Meeks-West Grocer Co.		814 Spruce st.
Meler, Theodore G.	Heine Safety Boiler Co.		707 Bank of Commerce Building
Meler, Henry		Wholesale Grocer	909 Franklin ave.
Meler, Louis J.	Brockmeier & Sieving	Commission	116 S. Main st.
Meinecke, Wm.		Flour	1717 S. Broadway
Melissouier, Gus. C.	N. O. Anchor Line	General Manager	Foot of Pine st.
Menke, Geo. C.	Nelson Distilling Co.		324 N. Third st.
Mephram, Geo. S.	Geo. S. Mephram & Klein	Colors, etc.	Levee and Sidney st.
Mersman, Otto L.	Nelson & Mersman		Elighth and Chestnut sta.
Merten, J. H.	J. H. Merten Com. Co.	Flour	1109 N. Broadway
Merten, W. G. H.	J. H. Merten Com. Co.		1109 N. Broadway
Mertz, Jacob W.	J. W. Mertz & Co.		213 Market st.
Messerly, S. A.		Live Stock	Union Stock Yards
Messmore, John L.	Ballard, Messmore & Braun	Commission	Republic Building
Messmore, A. L.	Messmore, Gannett & Co.		510 Chamber of Commerce
Mette, Louis	Mette & Kanne	Wholesale Liquors	403 N. Main st.
Methudy, L.		Lumber	Wainwright Building
Meyer, Edwin J.	Washington Mut. Life Ins. Co.		421 Olive st.
Meyer, Ferd. P.	John F. Meyer & Sons	Miller	Laclede Building
Meyer, George F.	St. Louis Cooperage Co.		Main and Arsenal sta.
Meyer, John P.			Commercial Building
Meyer, Herman J.	Meyer & Bulte	Flour	Laclede Building
Meyer, C. H.	C. H. Meyer & Co.	Hay and Grain	1104 Cass ave.
Meyer, C. F. G.	Meyer Bros. Drug Co.	Druggists	Fourth st. and Clark ave.
Meyer, Theo. F.	Meyer Bros. Drug Co.	Druggists	Fourth st. and Clark ave.
Meyer, F. Heinrich		Feed	1109 N. Broadway
Meyer, John F.	John F. Meyer & Son	Millers	Laclede Building
Meyer, Peter H.		Feed	1306 N. Ninth st.
Meyer, Henry		Saloon	3639 S. Broadway
Meyer, Henry		Produce	317 N. Fourth st.
Meyer, J. H. Aug.	Meyer & Hofman	Brewers' Supplies	22 S. Main st.
Meyer, Chas. W.	St. Louis Brewing Association		1724 Lafayette ave.
Meyer, Rudolph F.	German Sav. Inst.		Fourth and Pine sta.
Meyer, Julius G.	H. H. Lippelmann Hay	and Grain Co.	1109 N. Broadway
Meysenberg, T. A.	Tudor Iron Works	Manuf'y Iron	415 Locust st.
Michael, Martin		Transportation	2451 Kosciuszko st.
Michaells, Ernst			Gay Building
Michel, Fred		Teamster	1320 N. Main st.
Michenfelder, C. J.	Michenfelder & Co.	Commission	3 N. Main st.
Midlam, W. T.	Empire Line		324 Chestnut st.
Miller, H. P.	So. Pac.	Hotel	Milan, Tenn.
Miller, Edgar		Real Estate	Commercial Building
Miller, August	Miller Grain and Elev. Co.		309 Chamber of Commerce
Miller, Henry J. J.	Miller Grain and Elevator Co.		309 Chamber of Commerce
Miller, Thos. P.	St. James Hotel	Proprietor	Broadway and Walnut st.
Miller, W. H. Jr.	East St. L. Ice Mfg.	Storage Co.	East St. Louis, Ill.
Milliken, B. H.			322 Pine st.
Milliken, John T.			322 Pine st.
Millsaps, R. W.	Capital State Bank	President	Jackson, Miss.
Millsbaugh, F. C.	Goddard & Hall	Commission	514 Chamber of Commerce
Minary, Joe S.	Southern Railway Co.		401 S. Broadway

Name.	Firm.	Business.	Location.
Minch, George	G. Minch & Co.	Railroad Supplies	Commercial Building.
Miner, F.	R. C. Gunning,	Broker	108 N. Fourth st.
Mitchell, Randolph J.	F. C. Mitchell & Bro.,	Wholesale Grocers	2d & Chestnut.
Mitchell, W. R.	Grimm & Mitchell,	Grain	100 N. Fourth st.
Mittencwey, R. A.	R. Cleary Commission Co.		317 Chamber of Commerce.
Mittler, John G.	John. Wahl & Co.,	Commission	Main and Market sts.
Moerschel, Jacob	Spring Brewing Co.		St. Charles, Mo.
Moestl, John	Vienna Model Bakery.		107 S. Eighth st.
Moffett, L. A.	Moffett & Francisus.	Real Estate	708 Chestnut st.
Moffitt, Charles S.	Hubbard & Bartlett	Commission Co.	Fourth and Pine sts.
Moffitt, N. L.	Hubbard & Bartlett	Commission Co.	Fourth and Pine sts.
Mohan, P.			Planters' House.
Mohlenbrock, Malto		Miller	Campbell Hill, Ill.
Mokier, Michael F.	Camp Spring Mill Co.		516 Chamber of Commerce.
Moll, Adolph	A. Moll Grocer Co.,	Grocer	614 Franklin ave.
Mook, George J.	Flesh & Mook Painting Co.		417 N. Third st.
Moore, Austin R.	St. L. & Miss. Val. Tr. Co.,	Treasurer	Main and Walnut sts.
Moore, W. G.	W. G. Moore & Co.		122 N. Main st.
Moore, Eugene H.	St. Louis Press Brick Co.,	Manager	Sixth and Locust sts.
Moore, J. George	Barrett-Moore Com. Co.		122 N. Commercial st.
Morard, Louis J.	With Hamilton-Brown	Shoe Co.	Tenth & Washington ave.
Moran, John	Moran Bolt and Nut Mfg. Co.		Main and Florida sts.
More, James B.			610 N. Second st.
Morgan, Geo. B.		Real Estate	411 Commercial Building.
Morgan, George H.	Merchants' Exch'ge,	Secretary	Merchants' Exchange.
Morgan, Arthur R.		Commission	314 Chamber of Commerce.
Morris, A. J.	St. Louis Ice M. and S.		713 S. Main st.
Morris, H. E.	Cumberland Gap Despatch		Houser Building.
Morris, R. H.	L., St. L. & Tex. Railway,	Agent	206 N. Broadway.
Morris, John B.		Broker	
Morrison, Chas.		Attorney	Waterloo, Ill.
Morrison, Thomas		Tents	115 Olive st.
Morrison, Robt. W.	R. W. Morrison & Co.,	Contractors	406 N. Eleventh st.
Morriss, Alex.	A. W. Morriss & Co.,	Live Stock	National Stock Yards.
Morschel, C.		Gravel	3848 Chouteau ave.
Morse, Thomas P.	St. L. Sect'l Dock Co.,	Superintendent	Foot of Marceau st.
Morse, Samuel S.	Morse Bros.,	Commission	400 N. Second st.
Morton, T. B.	Messmore, Gannett & Co.,	Commission	509 Chamber of Commerce.
Moser, Leo		Hotel	808 Pine st.
Mudge, Fred E.	Nelson Morris & Co.,	Pork Packers	National Stock Yards.
Mudge, Geo.	D. R. Francis & Bro. Com. Co.		Laclede Building.
Mueller, Augustus C.			1819 1/2 S. Jefferson ave.
Mueller, Theodore		Apiarist	7018 Michigan ave.
Mueller, Ignatz F.	Mueller Bros. Furn.	and Carpet Co.	910 S. Fourth st.
Mueller, Henry	Mueller Transfer Co.		2520 Blumark st.
Mueller, William G.	Mueller-Block P. Co.		513 N. Third st.
Mueller, Chas.	Chas. F. Orthwein & Sons,	Commission	Laclede Building.
Mueth, Charles	Mueth & Brungard,	Commission	119 N. Main st.
Mulcahey, Morris		Teamster	6 S. Main st.
Mulcahy, Patrick		Builder	3216 St. Louis ave.
Mulford, W.	W. Mulford & Co.,	Brokers	311 Pine st.
Mullally, John	Jno. Mullally Commission Co.		406 Chamber of Commerce.
Mullally, Martin J.	Jno. Mullally	Commission Co.	406 Cham. of Com.
Mullally, Joseph J.			124 N. Third st.
Mullen, James R.	Mullen & Hoppius,	Painting Co.	114 Olive st.
Mullen, Jerome F.	Green & LaMotte,	Real Estate	Eighth and Chestnut.
Murphy, Jeremiah		Pork Packer	2315 Morgan st.
Murphy, E. J.		Real Estate	East St. Louis, Ill.
Murphy, P. C.		Trunks	504 N. Third st.
Murphy, J. L.		Grain	Pinckneyville, Ill.
Murphy, M. J.			911 Chestnut st.
Myers, E. M.	Geo. Taylor Commission Co.		24 S. Main st.
Myerson, Samuel F.		Printing	Third and Vine sts.
Myerson, G. S.	Nelson Morris & Co.,	Pork & Beef P'ks.,	Nat'l Stock Yds., Ill.
Mynders, Arnold H.	H. Rogers & Co.,	Salt	220 Pine st.
MacAdam, D. H.		Lawyer	Broadway and Walnut st.
McAllister, R. S.	Am. Refrigerator	Transit Co.	Commercial Building.
McAllister, John	McAllister & Co.,	Pork Packers	Mound and Levee.
McBlair, Wm.		Manfs. Agent	507 N. Third st.
McCaffrey, James		U. S. Appraiser	Third and Olive sts.
McCall, Louis	McCall & Haase	Carriage Co.	18th and Pine sts.
McCann, James V.	Gay & McCann		922 Pine st.
McClellan, C. W.	Eaton, McClellan & Co.,	Commission	6 S. Main st.
McClellan, J. S.	Eaton, McClellan & Co.,	Commission	6 S. Main st.
McClellan, Thos. G.	Memphis & Charleston R.w.		207 Cham. of Commerce.
McCloskey, Hugh	McCloskey Bros.,	Com	Poydras & Magazine sts., N. Or.
McCluney, Jno. H.	State Bk. of St. L.,	Cashier	Fourth and Locust sts.
McClung, James	Vandalia Line,	Contracting Agent	509 Chestnut st.
McClure, Claud W.	McClure Bros.,	Commission Co.	118 N. Fourth st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
McClure, G. E.	Scrugg-McClure Coal Co.		526 Locust st.
McClure, C. E.	West Shore F. F. Line, Agent		Rialto Building.
McCormack, Edw.	Birdseye & McCormack, Cotton		Main & Walnut sts.
McCormick, Sam'l T.	Liggett & Meyers Tobacco Co.		1226 Washington ave.
McCulloch, Richard	Cass ave. & F. G. Ry. Co.		3820 Easton ave.
McCulloch, Robert	Citizen's Ry. Co., Superintendent		3820 Easton ave.
McCully, Wm.	McCully Stonemason Co.		904 Olive st.
McDonald, G. C.	St. L. Steam Forge & Iron Works		Main and Miller sts.
McDonald, John	Contractor		Fort Scott, Kans.
McDonnell, John	Pork Packer		Second and Bremen ave.
McEnnis, Geo. T.	E. St. Louis P. Co.		East St. Louis.
McEnnis, Michael			Kirkwood, Mo.
McGehee, Jas. Stewart	W. L. Green Commission Co		204 N. Third st.
McGrath, Michael K.	McGrath & Co., Commission		509 Chestnut st.
McGrew, Geo. S.	Geo. D. Barnard & Co., Blank Books		Laclede & Vandeventer av.
McGroarty, Edw. J.	Brady & McGroarty, Hay, etc.		Ninth and Cass ave.
McHale, Patrick	McHale & Owens Bros., Commission		Union Market.
McIntyre, Geo.	Conn. Mut. L. Ins. Co., Agent		Union Trust Building.
McKeen, Chas. S.	M. M. McKeen & Co., Com.		6 N. Second st.
McKeen, M. M.	M. M. McKeen & Co., Butter and Cheese		6 N. Second st.
McKinley, Crittenden	West Anth. Coal Co., Coal		Laclede Building.
McLellan, Chas. W.	Boody, McLellan & Co.		57 Broadway, N. Y.
McLure, C. D.	Bi-Metallic Mining Co., Vice-President		Fourth and Olive sts.
McMahan, J. H.	J. H. McMahan & Co., Brokers		201 N. Second st.
McManama, M. G.	N. K. Fairbanks & Co.		Rialto Building.
McMillan, Wm.	Mo. Car & Foundry Co., President		509 Chestnut st.
McMorrow, P. J.	P. J. McMorrow & Co., Brokers		Chamber of Commerce.
McNair, L. G.	McNair, Harris Real Estate Co.		722 Chestnut st.
McNair, John G.	McNair, Harris Real Estate Co.		722 Chestnut st.
McNeiley, J. A.	Overstreet & McNeiley, Live Stock		Union Stock Yards
McPheeters, T. S.	McPheeters' Warehouse Co., Warehouse		1104 N. Levee.
McPherson, Henry	J. Harding & Co., R. R. Contractor		Boonville, Mo.
McRee, W. G.	Real Estate		Union Trust Building.
McReynolds, E. S.	West End Feed and Coal Co.		523 Vandeventer ave.
McSorley, B. J.	Nedderhut P. & P. Co., Provision		313 S. Main st.
Nagel, Charles	Lawyer		Security Building.
Nagle, Pierre	Cut Stone		316 Chestnut st.
Nagle, Richard	Teamster		305 N. Second st.
Nanson, Joseph S.	Nanson Commission Co.		202 Chamber of Commerce.
Napierski, Gottlieb C.	Hubbard & Bartlett, Commission		4th and Pine sts.
Nash, George	Nash-Smith Tea & Coffee Co.		906 N. Third st.
Nasse, August	Fink, Nasse & Gildehaus, Wholesale Grocers		Ninth & Spruce sts.
Nedderhut, A.	Nedderhut Warehouse Co.		Main and Cedar sts.
Nedderhut, C. Otto	Nedderhut P. & P. Co.		313 S. Main st.
Nedderhut, Wm.	Groceries & Hardware		2312 Chouteau ave.
Nedderhut, Emil A.	Nedderhut Warehouse Co.		Main and Cedar sts.
Neibert, John	Pork Packer		2222 Chouteau ave.
Nelson, L. C.	St. Louis National Bank, President		207 N. Broadway.
Nelson, S. R.	Collins Bros. Drug Co.		424 N. Second st.
Nelson, Wm. P.	Nelson & Mersman, Real Estate		723 Chestnut st.
Nesbitt, Jonathan	C. & A. R. R., Gen'l Live Stock Agt.		216 N. Broadway.
Neuhoff, Hector	Lawyer		305 Olive st.
Neville, John P.	Granby Mining & Smelting Co.		Sixth and Locust sts.
Newell, James P.	Merchants' Exchange, Doorkeeper		Chamber of Commerce.
Nichols, R. M.	Lawyer		Bank of Com. Building.
Nichols, Wesley			225 Pine st.
Nichols, Wm.	Commercial Bank, President		Fourth and Pine sts.
Nicholls, Charles C.	Nicholls-Ritter Realty Co.		713 Chestnut st.
Nickerson, John	Mer. Laclede National Bank, Cashier		Fourth and Olive st.
Nicol, R. H.	R. H. Nicol & Co., Brokers		203 Chamber of Commerce.
Nicolaus, Henry	Green Tree Brewery Co., Superintendent		9th and Sidney sts.
Niedringhaus, Alex.	St. Louis Press Brick Co.		Equitable Building.
Niedringhaus, Thos. K.	St. L. Stamping Co., Manufacturers		2nd and Cass ave.
Niedringhaus, F. G.	St. L. Stamping Co., Manufacturers		2nd and Cass ave.
Niedringhaus, Wm. F.	St. L. Stamping Co., Manufacturers		2nd and Cass ave.
Niedringhaus, Geo. W.	St. L. Stamping Co., Manufacturers		2nd and Cass ave.
Niemann, G. A.	Kohl & Niemann, Grocer		Venice, Ill.
Niese, Julius	Niese Grocer Co., Grocer		27 S. Main st.
Niggeman, G. A.	Niggeman & Sayers, Pork Packers		1308 N. Main st.
Nipher, Francis E.	Prof. of Physics		17th & Washington ave.
Nisbet, W. W.	Mut. Life Ins. Co. of N. Y.		421 Olive st.
Noble, John W.	Noble & Shields, Lawyer		Rialto Building.
Noel, Henry G.	H. M. Noel & Co., Bankers		201 N. Third st.
Noel, Henry M.	H. M. Noel & Co., Bankers		201 N. Third st.
Nohl, Francis	General Agent		Fourth and Market
Nolan, W. T.	C. P. Burr & Co., Commission		125 N. Main st.

Name.	Firm.	Business.	Location.
Nolker, W. F.	Brinkworth & Nolker Brewing Co.,	Brewers	1714 Cass ave.
Northrop, Reid	Am. Refrigerator Transit Co.,	President	Commercial Building.
Northrop, Sanford	Am. Ref. Transit Co.		Commercial Building.
Norris, E. R.	Taylor Manufacturing Co.		104 N. Fourth st.
Norris, Wm. W.	W. S. McCrea & Co.,	Commission	Board of Trade, Chicago.
Norvell, H. I.	Seaboard Air Line, Agent		407 Chamber of Commerce.
Noyes, Wm. A.	Insurance		238 N. Third st.
Nulsen, John C.	Mo. Malleable Iron Co.		East St. Louis, Ill.
Nurre, Frank	H. Nurre, Feed		1515 Market st.
Obert, Louis	Arsenal Brewery, Brewers		Twelfth and Lynch sts.
Obert, Louis, Jr.	Louis Obert		2700 S. Twelfth st.
O'Brien, John	Jno. O'Brien Boiler Works Co.		11th and Mullanphy sts.
O'Brien, Wm. S.			3142 Easton ave.
Ocker, Henry W.	Jno. Wahl Com. Co.		2 S. Main st.
O'Connor, P. J. J.	O'Connor & Co.,	Market Reporter	112 Chestnut st.
O'Connor, P. J. J., Jr.	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Odendahl, F. J.	Glover & Odendahl, Commission		56 Poydras st., N. O.
O'Donnell, Hugh	Jerome Hill Cotton Co.		116 S. Main st.
O'Donnell, John	Jno. O'Donnell & Bro.,	Contractors	1912 Carr st.
O'Donnell, Patrick	Jno. O'Donnell & Bro.,	Contractors	2115 Wash st.
Oehler, Emil	Illinois Hydraulic Press Brick Co.,	Gen. Mgr.	Odd Fellows Bldg.
Oetgen, Fred	Teamster		1453 Chambers st.
O'Hara, Henry	Union Ref. Transit Co.,	President	Commercial Building.
Ohrndorf, Chas. W.	Standard Eagle Box Mfg. Co.		200 Chouteau ave.
O'Meara, J. B.	Contractor		Equitable Building.
O'Neill, Peter A.			Eighth and Locust.
Oonk, Christian	Cooper		1412 Sullivan ave.
O'Reilly, Robert J.	Physician		602 N. Seventeenth st.
O'Reilly, Thomas	Physician & Capitalist		602 N. Seventeenth st.
O'Reilly, M. B.	Investigator of Titles		Laclede Building.
Orr, Ed. S.	Orr & Lindsley Shoe Co.		616 N. Eighth st.
Orthwein, Charles F.	Chas. F. Orthwein & Sons, Commission		Laclede Building.
Orthwein, W. J.	Chas. F. Orthwein & Sons, Commission		Laclede Building.
Orthwein, Charles C.	Chas. F. Orthwein & Sons, Commission		Laclede Building.
Orthwein, Wm. D.	Wm. D. Orthwein Grain Co.	303 Cham. of Commerce.	
Orthwein, Fred C.	Wm. D. Orthwein Grain Co.	303 Cham. of Commerce.	
Orthwein, Walter E.	W. D. Orthwein Grain Co.	303 Cham. of Commerce.	
Orvis, Otto A.	Brinson Judd Grain Co.	415 Cham. of Commerce.	
Ostermayer, Philip	General Store		8022 N. Broadway.
Ostermayer, Geo.	Philip Ostermayer		8024 N. Broadway.
O'Shea, Joseph M.	Grain		Rialto Building.
Ott, Wm. F.	Union Storage Co.,	Secretary	Foot Florida st.
O'Toole, Wm.	Jno. Mullally Com. Co.		405 Cham. of Commerce.
Overall, John H.	Lawyer		Laclede Building.
Overstolz, Herman			108 N. Fourth st.
Owens, John P.	McHale & Owens Bros.,	Poultry and Game	Union Market.
Owens, Lawrence	McHale & Owens Bros.,	Poultry and Game	Union Market.
Owens, G. A.	St. Louis Grain Elevator		Rialto Building.
Owings, Zebulon P.	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Paddock, Gaius	Paddock-Hawley Iron Co.		Tenth and Spruce sts.
Page, T. M.	Page & Krausse Mfg. & Min. Co.,	Zinc & Chem'ls, 410 Valentine st.	
Pahlman, Wm. F.	Pahlman Bros.,	Livery Stable	2953 Easton ave.
Palmer, Don McN.	Union Stock Yds.	Superintendent	Bremen ave.
Panhorst, J. C.	Staunton Milling Co.		Staunton, Ill.
Panzer, H. J.	Natural Cold Storage Co.		11 S. Eleventh st.
Papin, Edward V.	F. D. Hirschberg & Bro.,	Insurance	123 N. Third st.
Parker, E. B.	Jacob Doid Packing Co.		1919 Benton st.
Parsons, Charles	State Bank of St. Louis, Banking		Fourth and Locust sts.
Parrott, James D.	Brinson-Judd Co.,	Grain	414 Cham. of Commerce.
Paschall, Hy. G.	Bicycles		Union Trust Building.
Paschedag, William	Teamster		2512 N. Grand ave.
Patterson, M. E.	Barrel Stock		4033 Bell ave.
Paule, D.	D. Paule Mercantile Co.,	Flour and Grain	7700 Ivory ave.
Paule, Edwin J.	D. Paule Mercantile Co.		7700 Ivory ave.
Pauley, Frank C.	Druggist		Easton and Compton aves.
Pauly, Peter J.	Pauly Jail Building Mfg. Co.		2215 DeKalb st.
Pearce, Wm. N.			Chouteau and St. Ange aves.
Pearson, Wm. R.	Mining Engineer		3558 Lindell ave.
Pechmann, Julius	Pechmann Bros.,	Confectioners	3201 Lucas ave.
Peck, Charles H.			7 Vandeventer Place.
Peckham, O. H.	O. H. Peckham Candy Mfg. Co.		Seventh and Spruce sts.
Peirsel, U. B.	Kanawha Despatch, Agent		Rialto Building.
Pelsch, George	Geo. Pelsch & Bro.,	Painters	211 N. Twelfth st.
Peniston, Thomas	Eagle Packet Co.,	Agent	Foot of Vine st.

Name.	Firm.	Business.	Location.
Peoples, J. W.		Teaming	125 N. Main st.
Peper, Christian		Tobacco	721 N. Main st.
Peppard, J. G.		Seeds	Kansas City, Mo.
Perry, W. W. C.		Investigator of Titles	3733 N. 25th st.
Perry, Ira	Ira Perry Pie Co.	President	321 S. Tenth st.
Perry, Ira W.	Ira Perry Pie Co.	Secretary	321 S. Tenth st.
Peters, F. W.	Peters Dry Goods Co.		2804 N. Fourteenth st.
Petri, Arthur C.			207 Cham. of Commerce
Petri, T. F.	C. H. Spencer Grain & El. Co.		203 Cham. of Commerce
Petring, H. C.	Henry C. Petring Grocer	Co.	721 Spruce st.
Pettker, Henry		Grocer	2300 Cass ave
Peugnet, Ernest	Peugnet & Hemenway	Insurance Agent	305 Olive st.
Pfeffer, C. J.	Pfeffer Milling Co.		Lebanon, Ill.
Pfeffer, Wm.		Grocer	2900 Manchester Road
Phelps, H. W.	Merrick, Walsh & Phelps	Jewelry Co.	511 Olive st.
Phillips, R. F.	R. F. Phillips & Co.	Cotton Brokers	105 Walnut st.
Phillips, Alex. V.	Bemis Bros. Bag Co.		Fourth and Poplar sts.
Picher, O. H.	Picher Lead Co.		Joplin, Mo.
Picher, W. H.	Picher Lead Co.		Joplin, Mo.
Picker, Erich	Picker & Beardsley	Commission	214 N. Main st.
Pickett, Henry C.		Broker	Memphis, Tenn.
Pickering, E. O.	Continental F. Ft. Line.	Agent	111 N. Third St.
Pickel, W.	Pickel Marble and Stone Co.		1901 N. Broadway.
Pierce, H. C.	Waters-Pierce Oil Co.	Oils	Odd Fellows Building
Pierce, Wm. B.	Alton Roller Milling Co.		Alton, Ill.
Pingree, Samuel S.	F. C. Taylor & Co.	Commission	208 N. Main st.
Pironi, G. C.	Pironi & Co.	Grocers	2147 Clark ave.
Pirie, A. H.	St. Louis Paper Co.		Third and Vine sts.
Pittman, Asa	Woodward & Tiernan	Printing Co.	309 N. Third st.
Plant, Alfred	Plant Seed Company.	Seeds	814 N. Fourth st.
Plant, F. S.	Plant Seed Company.	Seeds	814 N. Fourth st.
Plant, George H.	George P. Plant Mill.	Co., Millers	502 Cham. of Commerce
Plant, George J.	George P. Plant Mill.	Co., Millers	502 Cham. of Commerce
Plant, Wm. E.			Webster Groves, Mo.
Plant, Samuel	Geo. P. Plant Mfg. Co.		502 Cham. of Commerce
Platt, P. C.	Platt & Thornburgh Paint	and Oil Co.	Seventh and Franklin ave.
Pocock, Henry J.	City Register		Eleventh and Chestnut sts.
Pomeroy, E. A.			2733 Russell ave.
Pommer, Robert	D. I. Bushnell & Co.		109 N. Second st.
Pope, Henry O.	Jones-Pope Produce Co.		915 N. Fourth st.
Pope, Wm. S.		Lawyer	219 N. Fourth st.
Pope, John J.	Pope-Currie Com. Co.		42 Gay Building
Pope, Chas.	Chas. Pope Glucose Co.		164 Washington st., Chicago
Porteous, W. M.	Can. Pac. Despatch.	Agent	18 N. Third st.
Porter, John C.	Hope Mining Co.	President	Laclede Building
Post, Lewis W.	Blackmer & Post.	Sewer Pipe Co.	Sixth and Locust sts.
Post, W. S.	E. O. Stanard Milling Co.		406 Cham. of Commerce
Postel, Julius	Postel Milling Co.		Mascoutah, Ill.
Postel, John Ph.	P. H. Postel Milling	Co., Millers	Mascoutah, Ill.
Postel, George	P. H. Postel Milling	Co., Millers	Mascoutah, Ill.
Potter, Henry S.	St. Louis Hay Exch.	President	602 Theresa ave.
Powell, D. R.	Carroll & Powell.	Insurance	115 N. Third st.
Powell, Geo. F.	Connor Bros.	Commission	Gay Building
Powell, Willis J.	Shaeffer Bro. & Powell.	Mfrs. Soap, Candles, etc.	325 N. 2nd st.
Power, John		Ice	27 S. Sixteenth st.
Powers, Wm. F.	With Geo. P. Plant Mill	Co., Millers	Main and Chouteau ave.
Prange, Frank H. A.			3441 N. Ninth st.
Prante, C. F.		Hay and Grain	214 Lescapere st.
Prather, John G.	John G. Prather & Co.	Wholesale Liquors	516 N. Levee
Preston, Wm. R.	Deceased.		
Preston, David A.	Picher Lead Co.		Security Building
Prewitt, T. F.		Physician	3101 Pine st.
Price, Thos. E.	T. E. Price & Co.	Commission	104 N. Third st.
Price, Burtis	T. E. Price & Co.	Commission	104 N. Third st.
Price, Elwyn		Stock	Versailles, Mo.
Priesmeyer, W. H.		Salt	1003 Carr st.
Primm, V. B.	So. Pacific Co.	Agent	Rialto Building
Prince, L. L.	L. L. Prince & Co.	Cotton Buyers	105 S. Main st.
Pritchett, John		Commission	Benton, Mo.
Proskauer, Adolph	Manhattan Life Ins.	Co., Agent	325 Olive st.
Prunty, Chas. E.		Grain and Grass Seed	1 S. Main st.
Puff, Fred	Brosseau & Co.	Board of Trade, Chicago	
Purcell, John	Jno. Purcell & Co.	Commission	221 N. Second st.

Quesnel, Chas. J. Chris. Sharp Com. Co., Commission 202 N. Main st.
 Quentin, Roland Eagle Packet Co. Foot of Vine st.
 Quinlivan, Sol. J. Sol. J. Quinlivan & Sons, Grain and Produce 213 N. Main st.
 Quinlivan, James F. James F. Quinlivan & Bro., Feed Theresa ave. and Gratiot

Name.	Firm.	Business.	Location.
Quinnivan, Thos. E.	Jas. F. Quinnivan & Bro.	Feed	Theresa ave. and Gratiot.
Quinette, Oliver, Jr.	With Sam'l Cupples		
	Wood & Willow-ware Co.	Wooden-ware	Seventh and Spruce sts.
Quirk, D. L., Jr.	E. St. Louis Packing Co.		409 Morgan st.
Quisenberry, James T.	Farmers Elevator		Levee and Madison st.
Raacke, Gus. A.	Ferd Raacke & Son.	Insurance	101 N. Third st.
Rae, Wm. J.	Rae Bros.	Commission	Laclede Building.
Raleigh, Jno. J.	Jno. Hancock Mut.	Ins. Co.	1230 Olive st.
Ranken, Robert		Real Estate	201 N. Third st.
Rapp, Charles M.	L. Garvey & Co.		701 N. Third st.
Rashky, Julius	J. Rashky & Co.	Furs and Hides	5 N. Main st.
Rassfeld, A.	A. Rassfeld & Co.	Wholesale Liquors	222 Market st.
Rassieur, Leo.		Judge Probate Court	Court House.
Rauh, Chas. H.		Dry Goods	10th st. and Wash't'n ave.
Rausch, Chas.	E. C. Chamberlain & Co.		515 Cham. of Commerce.
Rawlings, E. W.	Whittaker & Hodgman,	Bonds and Stocks	4th and Olive sts.
Reardon, James A.	Reardon Glue Co.		1015 Lucas ave.
Rebstock, Charles	Chas. Rebstock & Co.	Wholesale Liquors	200 S. Main st.
Reck, Anton			920 N. Main st.
Redemeyer, W. H., Jr.	Redemeyer & Hollister	Com. Co.	1037 N. Third st.
Regel, Charles	Baur & Regel	Flour	833 N. Third st.
Rehbein, Albert A.	H. A. Rehbein & Co.	Commission	105 N. Main st.
Reifeiss, Louis		Pork Packer	1029 Allen ave.
Reifsnnyder, J. H.	St. Louis Cotton Com.	Co.	Main and Rutger sts.
Reller, August F.	A. F. Reller & Son.	Groceries and Feed	3533 N. Broadway.
Reller, J. F. O.	A. F. Reller & Son.	Groceries and Feed	3533 N. Broadway.
Reyburn, Valle		Lawyer	509 Olive st.
Reynolds, Alfred C.		Cotton & Com.	315 Cham. of Commerce.
Reynolds, J. A.		Farmer	Venice, Ill.
Rhein, John		Cooper	2763 Chouteau ave.
Rhoads, E. C.		Lawyer	East St. Louis, Ill.
Rhodes, Geo. S.		Teamster	8 S. Main st.
Rice, Thomas A.	Rice-Dwyer Real	Estate Co.	322 Chestnut st.
Richards, H. A.	Great Eastern Line		325 Chestnut st.
Richards, Wm.		Teamster	1724 N. Thirteenth st.
Richardson, Arthur P.	Harrison-Berry	Com. Co.	313 Cham. of Commerce.
Richardson, J. C.	Chemical Nat'l Bank,	President	316 N. Sixth st.
Richardson, Jas. S.			40 Perdido st., N. O.
Richeson, Thomas	Collier Wh. Lead Co.	White Lead	Tenth and Clark ave.
Richmond, Manley G.	Shaw & Richmond,	Commission	829 N. Third st.
Rickart, O. H. P.		Commission	Gay Building.
Ricker, F. H.			Bank of Commerce Bldg.
Ricker, Ira E.		Feed Store	1324 Sullivan ave.
Rechmann, F.			Assistant Superintendent.
Riehl, Henry	Hydraulic Press Brick		Kings Highway & New Manchester Rd.
Riepenhaus, Ernest	With Carroll & Powell,	Insurance	115 N. Third st.
Riley, Jno. E.	E. B. White Grain Co.	Commission	500 Cham. of Commerce.
Ring, John		Provision Broker	213 Cham. of Com.
Ring, James J.			Security Building.
Rippe, Charles		Tents, Tarpaulins, etc.	19 S. Fourth st.
Riske, H. J.	Wilbracht Riske & Co.		100 N. Fourth st.
Risque, Ferd W.	F. W. Risque & Co.		220 S. Broadway.
Ritenour, J. W.			Mexico, Mo.
Roach, James H.	Union Depot R. R. Co.	Secretary	Geyer and Missouri ave.
Robbins, James Monroe		Farmer	New Madrid, Mo.
Robertson, J. K.		Farmer	Carrington, Mo.
Robinson, Geo.	Basye & Robinson,	Commission	116 N. Main st.
Robinson, Archie		Insurance	117 N. Third st.
Robinson, George R.		Bagging	Twelfth and Gratiot.
Robinson, C. McD.	E. B. White Grain	Co.	500 Cham. of Commerce.
Robinson, C. A.	Chas. A. Robinson & Co.	Real Estate	103 N. Eighth st.
Robinson, J. E.		Grain Inspector	416 Cham. of Commerce.
Robinson, Geo. R., Jr.	Robinson & Danforth	Com. Co., Grain	12th & Gratiot.
Robyn, Paul	Roeslein & Robyn,	Insurance	301 Chestnut st.
Roeder, Fred'k J.	Miller Bros. & Co.	Commission	932 N. Third st.
Roeder, Charles	Chas. Roeder & Co.	Butter and Cheese	129 Market st.
Roederer, E. L.	Nickel Plate F. F. Line		Rialto Building.
Roemheld, Wm.		Flour	1131 Morrison ave.
Roennigke, Ed. C.	Teichman Com. Co.		Republic Building.
Roennigke, Edw.			Gay Building.
Roennigke, Fred	Oswald Graves Grain	Co.	412 Cham. of Commerce.
Roennigke, Theo.	Cole Commission Co.		213 N. Second st.
Roeslein, Anthony	Roeslein & Robyn,	Insurance	301 Chestnut st.
Roever, John C.		Feed	4101 Natural Bridge Road.
Rogers, Albert Jackson	Rogers Salt Co.		220 Pine st.
Rogers, Hugh		Deceased.	

Name.	Firm.	Business.	Location.
Shapleigh, A. F.	A. F. Shapleigh H. Co.	Hardware	4th and Washington ave.
Shapleigh, Frank	A. F. Shapleigh H. Co.	Hardware	4th and Washington ave.
Shapleigh, A. L.	A. F. Shapleigh H. Co.	Hardware	4th and Washington ave.
Sharp, James C.	James Sharp & Co.	Pork Packers	904 S. Second st.
Sharp, James	James Sharp & Co.	Pork Packers	904 S. Second st.
Sharp, C.	Chris. Sharp Com. Co.		202 N. Main st.
Sharpe, Jno. W.	Mo. Grain Elevator	Mo. Pacific Railroad	Theresa ave.
Shedd, O. C.	Creve Coeur Lake Ice Co.		14th and Gratiot sts.
Sheehan, Frank P.	Jas. Meagher & Co.	Pork Packers	1800 N. Main st.
Shelby, D.	Ill. Central R. R.	Agent	115 N. Third st.
Shepley, John R.	Deceased.		
Sheppard, J. J.	Sheppard Cereal Co.		2506 N. Broadway.
Sheridan, J. G.		Commission	Gay Building.
Sherry, Josiah E.	Hamilin & Sherry.	Commission	206 Cham. of Commerce.
Sherwood, Adiel		Attorney	Laclede Building.
Shields, Geo. H.	Noble & Shields.	Lawyer	Rialto Building.
Shirley, C. M.	National Lead Co.		Tenth and Clark ave.
Shirmer, Philip F.			City Hall.
Shotwell, R. H.	Board of Police Com.	Secretary	Four Courts.
Shotwell, E. O.		Commission	2740 Lucas ave.
Shroeder, Fred C.		Grain Commission	Kansas City.
Shultz, C. F.			3110 Eads ave.
Shultz, John M.		Lawyer	McCall, Mo.
Siegel, Emil	Belleville Dist. Co.	Distiller	Belleville, Ill.
Siemers, George F.	J. W. Booth & Sons	Com. Co.	Rialto Building.
Sieving, Fred A.	A. L. Lemcke & Co.	Commission	322 Pine st.
Sieving, Chris. H.	Brockmeier & Co.	Sieving, Commission	118 S. Main st.
Signalgo, David J.			1818 Morgan st.
Signalgo, John F.	Schreiner-Flack Grain Co.		115 N. Fourth st.
Simon, Chas. G.	Great Western Feed Co.		818 Manchester Road.
Simmons, S. W.	Pratt, Simmons & Co.	Krausnick, Millinery	517 Wash'ton ave.
Simmons, E. C.	Simmons Hardware Co.	Hardware	Ninth and Spruce sts.
Simmons, Warren H.	Bemis Bag Co.		Fourth and Poplar.
Simmons, Wayne G.	St. L. Automatic	Refrigerating Co.	9 S. Third st.
Simpson, J. C.	Consolidated Coal Co.	Gen'l Manager	400 Olive st.
Simpson, Wm. S.	Christopher & Simpson	Iron Co., Foundry	9th and Park ave.
Sinclair, Ed. W.	E. St. Louis Jockey Club, Secretary		Globe Dem. Bldg.
Singer, Richard	Kohn & Co.	Brokers	Security Building.
Skinner, George N.	Standard Salt and	Cement Co.	6 N. Commercial st.
Skrainka, Fred	Skrainka Con. Co.	Contractors	Security Building.
Slack, B. L.	Burlington Elevator Co.	Secretary	Gay Building.
Slade, Chas.		Real Estate	415 Cham. of Commerce.
Slattery, D. P.			Commercial Building.
Slaughter, Jno. B.		Insurance	105 N. Third st.
Slaughter, H. B.	Baldwin & Farnum,	Grain	Bd. Trade, Chicago.
Sloan, John A.		Notary Public	683 1/2 N. Fourth st.
Sloss, Alexander C.	Bauer Grocery Co.		Seventh and Poplar sts.
Small, George H.	Ass't U. S.	Treasurer	Custom House.
Smith, S. Jenks		Broker	Kirkwood, Mo.
Smith, Alex. H.	Victoria Mill Co.	Milling	212 Cham. of Commerce.
Smith, John P.		Commission	317 Cham. of Commerce.
Smith, William			Webster Grove, Mo.
Smith, Sardinus	With Block, Dean & Co.	Commission	417 Cham. of Commerce.
Smith, John V.	Merchants' Dispatch	Trans. Co., Agent	Laclede Building.
Smith, F. W.	Gratiot St. Warehouse Co.	Storage	210 Cham. of Commerce.
Smith, Geo.			1615 Olive st.
Smith, H. M.	H. M. Smith & Co.	Commission	909 N. Third st.
Smith, Huntington		Real Estate Broker	421 Olive st.
Smith, James B.	Leeson Cooperage Co.	Cooperage	Scott, Ohio.
Smith, Wm. J.	Geo. P. Plant Milling Co.	Millers	501 Cham. of Commerce.
Smith, Daniel E.	Annan, Burg & Smith.	Commission	325 Chestnut st.
Smith, Chas. H.	Davis Coke and Coal Co., Manager		Security Building.
Smith, Breedlove	Francis & Smith	Export Co.	New Orleans.
Smith, C. B.	R. G. Dun & Co.	Mercantile Agency	Cham. of Com.
Smith, James A. Jr.		Coal and Feed	Grand and Easton aves.
Smith, E. B.	Blue and Canada Southern	Line	312 1/2 Chestnut st.
Smith, W. R.	B. F. Horn	Coopers' Supplies	E. St. Louis.
Smith, Eugene F.	Gratiot Street	Warehouse Co.	210 Cham. of Commerce.
Smith, C. W.	C. W. Smith Com. Co.		Gay Building.
Smithers, John A.	Smithers & Wagoner,	Undertakers'	1127 Olive st.
Smithers, M. L.	Smithers & Block,	Hay and Grain	3015 Olive st.
Smyth, Isaac S.			3518 Lindell ave.
Snow, Lewis E.	DeLafield & Snow,	Insurance	330 N. Third st.
Snow, Robert B.	DeLafield & Snow,	Insurance	330 N. Third st.
Snyder, Silas E.	Picher Lead Co.		Security Building.
Somerville, Wm.	Mo. Glass Co.	President	12th and Olive sts.
Sommer, Joseph		Teamster	Miami and Capital ave.
Sparks, Wm. L.	Sparks Milling Co.		Alton, Ill.
Sparks, E. W.	Christopher Bailey,	Bags	215 Cham. of Commerce.

Name.	Firm.	Business.	Location.
Sparks, Hosea B.	Sparks Milling Co.	Millers	Alton, Ill.
Sparks, W. D.	Sparks Mill Co.	Notary	Alton, Ill.
Spaunhorst, Henry J.	C. H. Spencer Grain	and Elevator Co.	Fourth and Market sts.
Spelbrink, Louis	Spielei & Co.	Maltster	1317 Franklin ave.
Spellen, David A.	Travelers' Insurance Co.		3544 Pine st.
Spencer, F. A.	C. H. Spencer Grain	and Elevator Co.	Seventh and Olive sts.
Spencer, Corwin H.	Spielei & Co.	Maltster	203 Cham. of Com.
Spielei, George	Spielei & Co.	Maltster	1542 S. Seventh st.
Sprague, Walter R.	Sprague Delicates'n	Co., Restaurant	1900 Locust st.
Sprague, R. C.			500 N. Commercial st.
Stahl, F.		Teamster	717 Park ave.
Stanard, E. O.	E. O. Stanard Milling	Co., President	408 Cham. of Com.
Stanard, W. K.	E. O. Stanard Milling	Co., Secretary	408 Cham. of Com.
Stanard, E. O., Jr.	E. O. Stanard	Milling Co.	408 Cham. of Com.
Stanley, Henry	Todd & Stanley Mfg. Co.	Mill Furnishings	317 N. Second st.
Starr, E. E.	Fairbanks, Morse & Co.	Scales, etc.	802 Washington ave.
Stebbins, L. W.	Kehlor & Bros.		401 Cham. of Commerce.
Steele, Joseph W.	Jos. W. Steele & Co.	Printers	18 N. Third st.
Stegall, J. N.	Sayle, Stegall Com. Co.	Commission	104 S. Main st.
Steigers, D. H.	St. Louis Hide & Tallow	Co.	3115 N. Broadway.
Steinberg, M. J.		Hatter and Furrier	307 N. Broadway.
Steinmesch, Henry	Wabash R. R.		7th and Chestnut sts.
Steinwender, Herman A.	Steinwender &	Seilner, Liquors	117 S. Broadway.
Steinwender, G. A.	Steinwender &	Seilner, Whiskies	117 S. Broadway.
Steinke, D.		Grocer	3000 Gravois ave.
Stemmler, Chas.	Chas. Hoppe & Sons	Maltng Co.	719 Park ave.
Stephens, W. E.	W. E. Stephens & Co.	Lithographers	716 Locust st.
Stephens, W. Speed	Central National	Bank, Cashier	Boonville, Mo.
Stephenson, John			400 N. Third st.
Sterling, E. C.	Hydraulic Press Brick	Co., President	Odd Fellows' Building.
Sterrett, F. M.	Jas. Hogan Printing	Co.	310 Elm st.
Stevener, John	J. Stevener & Bro.	Feed	1708 Cass ave.
Stevens, E. R.	Hubbard & Bartlett Com.	Co.	322 Pine st.
Stewart, A. W.	A. W. Stewart & Co.	Commission	410 Cham. of Com.
Stewart, A. C.	Phillips, Stewart,	Cunningham & Elliott,	Fourth and Locust st.
Stewart, A. M.	Jas. Stewart & Co.	Grain El. Contractors	Com. Building.
Stewart, James C.	Jas. Stewart & Co.	Grain El. Contractors	Com. Building.
Stickney, Wm. A.	W. A. Stickney Cigar	Co.	209 N. Fourth st.
Stifel, Chas. G.	With C. G. Stifel's	Brew. Co., Brewing	2013 St. Louis ave.
Stifel, Otto Fred'k	Geo. Taylor Com. Co.		1901 N. 14th st.
Stiles, Edward J.		Notary Public	24 S. Main st.
Stille, George H.		Real Estate	Laclede Building.
Stinde, Geo. C.	Stinde Bros.		1004 Chestnut st.
Stoble, Wm.	Stoble Cereal Mills,	Macaroni & Vermicelli	711 N. 2nd st.
Stoble, Frank L.			
Stock, Philip	Brewers' Association,	Secretary	Wainwright Building.
Stoeck, Jacob	Jacob Stoeck Co.,	Produce	310 N. Third st.
Stoeck, A. L.	St. Louis Oil Co.	Oil	613 N. Second st.
Stockton, F. W.	Traders' Despatch		Laclede Building.
Stoewener, F. F.			710 Julia st.
Stoddart, T. A.	Third Nat. Bank,	Cashier	417 Olive st.
Stone, Leander			2103 Blendon Place.
Stoos, Henry P.		Liquors	214 Franklin ave.
Stracke, Albert	Stracke & Caesar	Liquors	208 N. Second st.
Strain, Arthur R.	Robert B. Brown Oil	Co., Oil Manuf'rs	Rialto Building.
Stratton, Wm.	Ph. H. Postel Milling	Co.	Mascoutah, Ill.
Straub, Augustus W.	International	Bank	Fourth and Chestnut sts.
Strecker, Christian, Jr.	J. F. Conrad	Grocer Co.	2714 Franklin ave.
Stuckmann, Emil		Teamster	1913 S. Third st.
Stuede, Wm.	E. B. White Grain Co.		500 Cham. of Commerce.
Stuever, Anton C.	Home Brewing Co.		Capital ave. and Salena st.
Sudborough, J. A.	Waters-Pierce Oil	Co.	Odd Fellows' Building.
Sullivan, T. J.	Fianagan & Co.		1913 S. Third st.
Sullivan, Patrick			701 Washington ave.
Sullivan, John			4315 Evans ave.
Sullivan, Matthew E.		Wholesale Liquors	712 Pine st.
Summa, Emil	J. W. Booth & Son Com. Co.		Rialto Building.
Summerfield, Moses	S. & M. Summerfield	Hides and Wool	213 N. Main st.
Sutherland, G. G.		Grain	325 Chestnut st.
Sutton, Henry L.	Lanham & Sutton,	Real Estate	620 Chestnut st.
Swingley, W. S.	Hoyt Metal Co.		4143 Clayton ave.
Swift, W. H.	Fruin, Bambrick Con. Co.,	Contractors	922 Olive st.
Syders, P. B.	Nordyke & Marmon Co.,	Mill Builders	Indianapolis, Ind.
Sykes, Geo. A.	Funsten Commission Co.,		109 N. Main st.
Sylvester, James J.	Sylvester Coal Co.,	Coal	Laclede Building.
Sylvester, W. W.	Sylvester Coal Co.,	Coal	Laclede Building.

Name.	Firm.	Business.	Location.
Taaffe, B. P.			4137 Manchester ave.
Tamm, Theodore	St. Louis Woodenware Works		Foot Anna st.
Tansey, R. P.	St. Louis Transfer Co.	President	2 S. Broadway.
Tansey, B. M.	St. Louis Transfer Co.	Sec. and Auditor	2 S. Broadway.
Tansey, Geo. J.	Laughlin, Wood &	Tansey, Attorneys	520 Olive st.
Tatum, Louis R.		Attorney	520 Olive st.
Tatum, Chas. F.			P. O. Box 816, Baltimore, Md.
Tatum, H. C.	West. Com. Trav. Ass'n.	Secretary	Laclede Building.
Taussig, Edward		Merchant	207 N. Third st.
Taussig, William	Terminal R. R. Ass'n.	President	Union Station.
Taussig, John J.	J. & J. Taussig	Brokers	207 N. Third st.
Taussig, Jos. S.	J. & J. Taussig	Brokers	207 N. Third st.
Taussig, B. J.	Abeles & Taussig	Lumber Commission	204 N. Third st.
Taussig, August	Stephan & Taussig	Coal	515 Pine st.
Taussig, Chas. S.	Judson & Taussig	Lawyers	421 Olive st.
Taylor, Wm. H.		Insurance	225 Chestnut st.
Taylor, T. Carroll	T. C. Taylor & Co.	Commission	114 Pine st.
Taylor, Phil. C.	T. C. Taylor & Co.	Commission	114 Pine st.
Taylor, E. M.		Commission	506 Cham. of Commerce.
Taylor, C. H.	Brockman & Trauernicht.	Commission	506 N. Third st.
Taylor, J. B.	T. C. Taylor & Co.	Commission	114 Pine st.
Taylor, Proctor	Taylor Bros. & Co.	Millers	Quincy, Ill.
Taylor, W. C.	Mellier Drug Co.		2112 Lucas Place.
Taylor, Joseph C.	Geo. Taylor Com. Co.		24 S. Main st.
Taylor, Isaac S.			Eighth and Locust sts.
Teague, T. W.	Chas. F. Orthwein & Sons		Laclede Building.
Teasdale, Thos. B.	J. H. Teasdale	Com. Co.	325 Chestnut st.
Teasdale, J. Waller	J. H. Teasdale	Com. Co.	325 Chestnut st.
Teasdale, J. W.	J. W. Teasdale & Co.	Dried Fruits & Com.	526 N. 2nd st.
Teasdale, A. S.	Teasdale & Bailey	Brokerage Co.	314 N. Commercial st.
Teasdale, Wm. C.		Dried Fruit	526 N. Second st.
Teasdale, Geo. W.	J. W. Teasdale & Co.	Dried Fruits	526 N. Second st.
Teasdale, C. H.	J. H. Teasdale Com. Co.		525 Chestnut st.
Teasdale, J. W. Jr.	J. W. Teasdale & Co.	Co., Dried Fruit	526 N. Second st.
Teasdale, Robinson D.	The Merchants	Ter. W. H. Co.	7th and Spruce sts.
Teasdale, J. E.	J. H. Teasdale Com. Co.	Co.	100 N. Fourth st.
Tebbetts, L. B.	Mansur-Tebbetts Imp.	Co., Farm Machinery	10th & Spruce sts.
Teichmann, Wm. C.			City Hall.
Teichmann, Charles H.	Teichmann Com.	Co., Commission	Republic Building.
Teichmann, Otto L.	Teichmann Com.	Co., Commission	Republic Building.
Telthorst, Herman		Flour and Feed	7501 S. Broadway.
Temme, H. H.		Teamster	1533 S. Grand ave.
Temple, Harry		Bookkeeper	412 Washington ave.
Temple, Joseph	Adams Ex. Co.	Agent	407 N. Fourth st.
Templeman, W. J.	Templeman & Co.	Produce	950 N. Third st.
TenBroek, Gerrit H.		Attorney	Turner Building.
Tepe, William		Feed	7725 Laclede ave.
Terrell, A. C.		Planter	108 N. Fourth st.
Terry, John H.	Terry & Sons	Real Estate	621 Chestnut st.
Tesson, George B.	Nanson Commission	Co.	202 Cham. of Commerce.
Teuscher, E. C.	Todds & Stanley Mill	F. Co.	917 N. Second st.
Teuscher, Louis	Teuscher & Co.	Distillers	7 N. Third st.
Teuscher, C. McClung	Teuscher & Co.	Liquors	7 N. Third st.
Teuscher, J. C.	T. C. Teuscher,	Wholesale Liquors	117 Locust st.
Tevis, Hupp			109 N. Main st.
Thaw, Charlie	C. Thaw & Co.	Life Ins. Agent	Bk. Commerce Bldg.
Thompson, A. L.	Cavender & Thompson.	Real Estate	706 Pine st.
Thompson, Wm. B.		Attorney	Laclede Building.
Thompson, Wm. H.	Nat. Bank of Com.	President	Broadway and Olive st.
Thompson, E. F.	G. A. Benton & Co.	Grain	827 N. Third st.
Thompson, C. McClung	C. L. Thompson	& Son, Insurance	222 Pine st.
Thompson, Joseph B.	Plasa Woolen	Mills	400 N. Main st.
Thompson, James J.			
Thompson, R. P.	Crescent Grain and El.	Co.	511 Cham. of Commerce.
Thomson, Wm. H.	Boatmen's Savings	Bank, Cashier	4th & Washington ave.
Thomson, M. D.	Thomson & Cooke	Cheese Co.	318 N. Second st.
Thorn, Wm. J.	Thorn & Hunkins	Cement Co.	8th and Chestnut sts.
Thornburgh, W. H.	Platt & Thornburgh	Paint and Glass Co.	7th and Franklin ave.
Thyson, John		Paints & Glass	116 N. Fourth st.
Tice, John H.	St. Louis Hay Exchange.		602 Theresa ave.
Tiedemann, Frederick	F. Tiedemann	Co., Millers	Jackson, Mo.
Tiedemann, Geo. W.	Chas. Tiedemann	Mfg. Co.	O'Fallon, Ill.
Tiemeyer, John C.	Jno. C. Tiemeyer Leaf	Tobacco Co.	100 S. Second st.
Tietjens, Henry	Henry Tietjens & Co.	Feed	3527 N. Twenty-Fifth.
Tilton, Edgar D.	E. O. Stanard Milling	Co.	408 Cham. of Commerce.
Timken, Henry		Vehicle Springs	2nd and Branch sts.
Timmerman, G. H.	St. Louis Iron and	Machine Works	2nd and Chouteau ave.
Tinker, George	Tinker & Smith Malting	Co., Maltsters	20th and Madison sts.

Name.	Firm.	Business.	Location.
Tinker, Z. W.	Tinker & Smith Malting Co.	Maltsters	20th and Madison sts.
Tittmann, Harold H.	St. Louis Cooperage Co.		Main and Arsenal sts.
Tivy, Wm. N.		Produce and Com.	620 N. Third st.
Tompkins, C.	Union Trust Co.	Cashier	Union Trust Building.
Tomzensky, B.	B. Thomy, Grain		322 Pine st.
Tomzensky, M.			3709 Weston Place.
Toney, H. W.		Feed	2934 Olive st.
Tontrup, Louis H.	Papin & Tontrup.	Real Estate	628 Chestnut st.
Townsend, F. C.	Townsend Com. Co.		114 Market st.
Tower, Geo. F., Jr.	Goodwin Mfg. Co.	Candles and Soap	3332 Chouteau ave.
Tracy, John H.	David Nicholson.	Grocer	15 N. Sixth st.
Trask, Isaac R.	Trask Fish Co.	President	510 N. Second st.
Trask, Walter B.	Trask Fish Co.		510 N. Second st.
Traunmiller, Joseph	Phoenix Brewing Co.		1724 Lafayette ave.
Trauernicht, F. C.	Brockmann & Trauernicht, Prov. & Com.		805 N. 3rd st.
Trembley, Chas. Z.	Keeley & Co.	Real Estate	1113 Chestnut st.
Triplett, John R.		Insurance	113 N. Third st.
Trowbridge, Daniel	Star Union Line		309 Olive st.
True, James B.	Chemical Bank.	Cashier	Sixth & Locust sts.
Trusdell, W. S.	Trusdell Bros.	Commission	118 Pine st.
Tumbach, C.	McCullough & Tumbach.	Commission	114 N. Main st.
Tunstall, R. C.	St. Louis Hay Exch.	Vice-Pres.	602 Theresa ave.
Tunstall, R. B.	St. Louis Hay Exch.	Secretary	602 Theresa ave.
Turner, M. L.	Capital Nat. Bank.	Cashier	Guthrie, Okl.
Turner, Charles H.	Chas. H. Turner & Co.	Real Estate	304 N. Eighth st.
Tutt, Dent G.			112 N. Eighth st.
Tutt, E. G.	D. G. Tutt Grocer Co.	Grocers & Prov.	417 N. Main st.
Twining, C. O.	Miss. Valley Hay	Storage Co.	Branch and Hall sts.
Tyler, George	Robert Atkinson & Co.	Commission	314 N. Main st.
Udell, C. E.	C. E. Udell & Co.	Cheese	410 N. Second st.
Ulrich, Harry C.	H. C. Ulrich & Co.	Lum. & Bldg. Material	3052 Locust st.
Urquhart, George	Plant Seed Co.	Seeds	814 N. Fourth st.
Vahlkamp, Henry	W. J. Lemp.	Clerk	13th and Cherokee sts.
Valle, Jno. F.	Desloge Con. Lead Co.	Secretary	322 Pine st.
Valler, Charles	Enterprise Milling Co.		Laclede Building.
Van Arsdale, E. S.		Grain	Carrollton, Ill.
Van Blarcom, J. C.	Nat. Bank of Com.	Banking	Broadway and Olive st.
Van Graafeiland, S.		Insurance	3632 S. Broadway.
Vincent, J. F.	C. W. Smith Com. Co.		Gay Building.
Virden, Samuel		Commission	506 Cham. of Commerce.
Voelker, Otto	O. Voelker & Co.	Commission	914 N. Broadway.
Vogeler, Julius		Grocer and Com.	14 N. Third st.
Vogel, Charles F.		Real Estate	716 Chestnut st.
Vogel, John		Real Estate	103 N. Ninth st.
Vogelsang, L. E.			2246 Sullivan ave.
Vogelsang, Henry	Hubbard & Bartlett	Com. Co.	Fourth and Pine sts.
Vogelsang, John H.	John H. Vogelsang & Co.	Provisions	4th and Wash sts.
Von der Ahe, Edward		Broker	Commercial Building.
Von der Ahe, Chris.		Nat. Bridge Rd.	& Vandeventer ave.
Von Wedelstaedt, R. Park		Real Estate	Wainwright Building.
Vordtriede, E. Henry	St. Louis Terra	Cotta Co.	2019 Sidney st.
Wachter, G. W.	P. Brockman Com. Co.		Rialto Building.
Waddock, Frank G.	With O'Connor & Co.	Market Reporter	112 Chestnut st.
Wade, Albert			Alton, Ill.
Wade, Festus J.	Anderson & Wade Real Estate Co.		Columbian Building.
Wagner, Charles		Pig Lead	Laclede Building.
Wagoner, Geo. C.	Smithers & Wagoner.	Undertakers	1127 Olive st.
Wagoner, Henry H.	Smithers & Wagoner, Undertakers		1127 Olive st.
Wahl, John	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.	Jno. Wahl & Co.	Commission	2 S. Main st.
Wainwright, Ellis	St. Louis Brewers' Association		Wainwright Building.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck	Prov. Co., Provisions	111 Market st.
Wall, Nicholas R.	Wall & Whittemore.	Insurance	304 N. Third st.
Walsh, Austin		Clerk	820 Chestnut st.
Walsh, Julius S.	Miss. Valley Trust	Co., President	303 N. Fourth st.
Walsh, Peter		Teamster	3129 N. Twelfth st.
Walsh, Edward, Jr.	Miss. Glass Co.	President	Main and Angelica sts.
Walsh, J. H.	Prinz & Rau Mfg. Co.		P. O. Box 393, City.
Walther, Chas. F.			1723 Taylor ave.
Waltke, Louis H.	Wm. Waltke & Co.	Soap	2nd and Grand ave.
Walton, E. S.		Commission	203 Cham. of Commerce.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Wand, Thos.		Livery	215 S. Sixth st.
Wangler, Joseph F.		Boiler Manuf.	1547 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S. W. Co.		1547 N. Ninth st.
Ward, James			
Wardrop, Richard	Hunter Bros.	Commission	Republic Building.
Ware, Enoch H.	Alkire Grocer Co.		3023 Locust st.
Ware, Geo. W.			Jerseyville, Ill.
Warren, Andrew		Iron and Steel	518 N. Third st.
Warren, W. D.		Farmer	City.
Warren, Thomas			200 N. Second st.
Warren, John A.	Jno. A. Warren & Co.	Commission	307 Cham. of Commerce
Warren, Geo. F.	Schultz, Bangan & Co.	Miller	Beardstown, Ill.
Wasserman, Bennett	Wasserman & Co.	Ticket Brokers	102 N. Broadway.
Wasson, H. D.		Broker	212 Cham. of Commerce.
Waterworth, James A.	Essex & Waterworth, Insurance		Gay Building.
Watkins, E.	Keyes-Watkins Livery Co.		1005 N. Grand ave.
Watling, Arthur J.	Papin, Watlin	Reality Co., Real Estate	19 N. 8th st.
Watson, John T.		Cotton	Main and Walnut sta.
Watson, Harry A.			Main and Walnut sta.
Watts, T. G.	T. G. Watts & Co.	Real Estate	816 Chestnut st.
Watts, W. C.			327 N. Second st.
Weaver, Henry	Planters Hotel Co.		Fourth st.
Webb, H. St. John	Balt. Storage & L. Co.		307 1/2 Pine st.
Weber, Herman G.	Brosius, Bell Oil	Works, Oil Factory	Belleville, Ill.
Weber, Henry C.	Alden Vinegar Co.		1001 N. Main st.
Weber, L.	Nedderhut Warehouse Co.		Main and Cedar sta.
Weber, Henry	Weber Drayage Co.		115 Vine st.
Webster, Jno. J.	Richmond & Danville R. R.		Houser Building.
Weidner, Eugene G.	E. G. Weidner Com. Co.	Commission	710 N. Third st.
Weigel, Eugene F.	Weigel & Campfield, Insurance		117 N. Third st.
Well, Jacob P.	Barnard, Baer & Co.	Produce and Prov.	114 Elm st.
Well, Aug. J.			Security Building.
Well, Henry G.			Security Building.
Weir, A.	A. Weir Produce Co.		1015 N. Third st.
Weissenborn, S. A.		Coal	311 Olive st.
Welge, W.		Grain	151 Miller st.
Welles, Edgar T.	Granby M. & S. Co.		6th and Locust sta.
Wells, Rolla			509 Olive st.
Wenneker, Chas. F.	Wenneker, Morris	Candy Co.	12 S. Third st.
Werner, Louis	St. L. Ref. & Wooden	Gutter Co.	Main st. and Park ave.
Wernse, Wm. F.	National Loan & M. Co.		Bk. Commerce Bldg.
Wernse, H. H.	Wernse & Dieckmann, Brokers		317 N. Fourth st.
Werth, John E.	J. E. Werth & Bro.	Insurance	18 N. Third st.
Werth, G. L.	J. E. Werth & Bro.	Insurance	18 N. Third st.
Werthelmer, J. J.	Wh. Boots & Shoes		10th and Washington ave.
Westcott, W. B.	W. B. Westcott & Co.	Commission	213 Market st.
West, Courtney H.	Moffet-West Drug Co.		617 N. Fourth st.
West, Thomas H.	St. Louis Trust Co.	President	Fourth and Locust sta.
West, J. T.	Meeks, West Grocer Co.		814 Spruce st.
Wetzel, G. E.	Dodson & Hill Mfg. Co.		Third and Cedar sta.
Wetzel, G. E., Jr.	G. E. Wetzel Com. Co.		112 N. Main st.
Weyman, Henry		Lead & Zinc Ore	Joplin, Mo.
Wheeler, R. T.	Wheeler, James & Co.	Live Stock	Union Stock Yards.
Wheeler, James L.	S. Howes Grain Clg. Mach.		Silver Creek, N. Y.
Wherry, John	John Wherry & Co.	Self-Raising Flour	114 Pine st.
Whipple, Alphonso	Whipple's Ins. Prot.	Agency, Protective & Ins.	217 N. 3rd st.
Whitaker, Edwards	Whitaker & Hodgman, Brokers		300 N. Fourth st.
White, T. B.	Newspaper Publisher		Warsaw, Mo.
White, E. B.	E. B. White Grain Co.		500 Cham. of Commerce.
White, J. Sibley	Bradbury Marble Co.		1229 S. Second st.
White, T. E.	Skinner, White & Co.	Dry Goods Com.	719 Lucas ave.
White, N. M.	Norborne Roller Mills		Norborne, Mo.
Whitehead, S. A.	Nanson Commission Co.		202 Cham. of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.	Insurance	Rialto Building.
Whitelaw, Geo. P.	Collier Company, White Lead		Security Building.
Whitelaw, Oscar L.	Whitelaw Bros.	Paints and Oils	409 N. Second st.
Whitelaw, Robert H.	Whitelaw Bros.	Paints and Oils	409 N. Second st.
Whitelaw, Chas. W.	Huse & Loomis, Ice	& T. Co.	Security Building.
Whitlow, Wm. W.		Farmer	Harvel, Ill.
Whitmore, Daniel R.	Merchants' Ex., Ass't Secretary		Third & Pine sta.
Whitmore, H. R.			813 Chestnut st.
Whittaker, John	Fran. Whittaker & Sons, Pork Packers		7th and Carr sta.
Whittemore, F. C.	Wall & Whittemore, Insurance		304 N. Third st.
Whittle, T. W.	J. A. Warren & Co.	Commission	307 Cham. of Commerce.
Whyte, Joseph P.		Real Estate	108 N. Eighth st.
Wibracht, Henry M.	Wibracht-Riske Com. Co.		108 N. Fourth st.
Wickham, E. F.	Hesser & Wickham, Coal		Houser Building.
Wickham, W. F.	Tudor Iron Works		415 Locust st.
Wickliffe, Joseph H.	Wickliffe Bros.		Arkansas City, Kas.

Name.	Firm.	Business.	Location.
Wieder, M. S.	Wieder Paint Co.		801 N. Main st.
Wiedmer, Fred	Gratiot St. Warehouse	210 Cham. of Commerce.	
Wiedmer, John	Gratiot St. Warehouse	210 Cham. of Commerce.	
Wiener, I. M.	I. M. Wiener & Co.	Brokers	Wainwright Building.
Wiener, Adolph	I. M. Wiener & Co.	Brokers	Wainwright Building.
Wiest, Adam		Cotton	Cotton Exchange.
Wigglesworth, Jno. M.	With Cox & Gordon,	Provisions	1019 S. Third st.
Wilhelm, W. B.	W. B. Wilhelm & Co.		320 N. Main st.
Wilkerson, E.	Covenant Mut. Life Ins. Co.,	Insurance	9th and Olive sts.
Wilkins, John T.	Wm. A. Orr Shoe Co.		620 N. Eighth st.
Wilkins, W. T.	Senter & Co.	Commission	Third & Walnut sts.
Willard, Wm. G.		Manufacturer	113 N. Second st.
Willemsen, Chas.	Willemsen Beiting Co.		217 Destrehan st.
Williams, D. S.		Grain	118 N. Fourth st.
Williams, John R.	Libby & Williams	Paper Co., Paper & Twine	421 N. 2nd st.
Williams, E. F.	Hamilton-Brown Shoe Co.		10th and Washington ave.
Williams, Elmer V.	Wm. Johnston & Co.	Ship Agents	108 N. Fourth st.
Williams, P. P.	P. P. Williams & Co.	Commission	520 Cham. of Commerce.
Williamson, E. T.			114 N. Fourth st.
Williamson, W. H.	Staunton Milling Co.		Staunton, Ill.
Wilson, J. Wright			325 Chestnut st.
Wilson, Chas. A.	St. Louis United El. Co.		Rialto Building.
Windmuller, C. A.	Blossom, Windmuller & Kuehne		217 N. Third st.
Winkelmeier, Adolph E.	Alkire Grocer Co.		421 S. Seventh st.
Winkelmeier, Christopher			3540 Chestnut st.
Winkelmeier, Jul. L.			4373 Pine st.
Winn, John D.	Lambert Pharmacal Co.		2101 Lucas ave.
Winnier, Herman			1439 Madison st.
Wintermann, R.	St. Louis Syrup Refining Co.		14 N. Second st.
Wirick, John A.	Imperial Mill Co.	Miller	Clarksville, Mo.
Wissmath, Chas., Jr.	C. Wissmath & Son,	Pork Packing Co.	1113 N. 12th st.
Withnell, W. W.		Cotton	3100 Meramec st.
Witherspoon, T. C.		Cotton	Cotton Exchange.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Woelfle, Matt.	With Baur & Regel,	Salesman	833 N. Third st.
Woerhelde, A. A. B.	Lincoln Trust Co. Sec. and Treas.		712 Chestnut st.
Woestman, J. B.	Franklin Bank,	Vice-President	400 Morgan st.
Wolcott, Wm. V.	St. Louis Car Coupler Co.		Commercial Building.
Wolf, John		Hotel	503 S. Fourteenth st.
Wolfe, Daniel R.	Continental Wire Co.,	Iron Nails and Steel	Laclede Building.
Wolfenden, C. F.	A. A. Paton & Co.,	Cotton	Cotton Exchange.
Wolff, Julius	Jul. Petersen Com. Co.		709 Carroll st.
Wolgast, Louis		Feed	2137 Gravois ave.
Woltman, G.			Security Building.
Wonderly, Peter		Coal	1715 Carr st.
Wonderly, Charles P.			P. O. Box 753
Wood, R. C.	A. N. Kellogg Newspaper Co.		224 Walnut st.
Wood, H.	Union Dairy Co.,	Dairyman	Jeff. and Washington aves.
Wood, John M.	Judge Circuit Court		Court House.
Woodlock, Frank D.	F. D. Woodlock & Co.,	Commission	322 Pine st.
Woods, J. P.	C. P. Burr & Co.		125 N. Main st.
Woods, Wm.	Woods & Co.	Commission	418 Cham. of Commerce.
Woodward, Geo. D.	Woodward Flour Co.		200 S. Commercial st.
Woolbrink, Henry	St. L. D. Beef & Pro. Co.		Manchester Rd. & Chouteau ave.
Wooster, R. L.	Jno. Mullally Commission Co.		405 Cham. of Commerce.
Wrape, Henry	The Hy. Wrape Co.,	Staves & Headings	509 Chestnut st.
Wray, J. W.	Drummond Tobacco Co.		218 Elm st.
Wright, H. W.		Farmer	Carrollton, Ill.
Wright, Joseph P.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Wright, Frank L.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Wright, Geo. M.	Wm. Barr Dry Goods Co.		Sixth & Olive sts.
Wright, J. L.	E. B. White & Co.		500 Cham. of Commerce.
Wrisberg, Wm. C.			1424 Old Manchester Road.
Wuerpel, Fred E.	Dehner-Wuerpel M. B. Co.		1611 S. Third st.
Wulze, Wm. H.	Camp Spring Mill Co.,	Millers	516 Cham. of Com.
Wunderlich, Chas., Jr.	Chas. Wunderlich	Cooperage Co.	2212 N. Ninth st.
Wyman, S. M.		Broker	319 N. Fourth st.
Wyman, Arthur	Penn Salt Co.		321 N. Second st.
Wyman, Henry P.	St. L. & Miss. Valley Tr. Co.,	Secretary	Main & Walnut sts.

Yeatman, James E. Merchants' Laclede Nat. Bank, Banking 400 Olive st.
 Young, Edward H. Commission 414 Cham. of Commerce.
 Young, Robert S. Chris. Sharp Com. Co. 202 N. Main st.
 Young, D. W. Harrison-Berry Com. Co. 301 Cham. of Commerce.
 Young, Fred N. Francis & Young Feed Co. 39 Bd. of Trade, Chicago.

Zelle, F. E. Zelle Bros. Provision & Com. Co., Pro. & Com. 702 N. Third st.
 Zenk, Philip John Seele Milling Co., Miller Troy, Ill.
 Zeller, Wm. F. Allen, Grier & Zeller Co. 39 Board of Trade, Chicago.
 Ziegenhein, Henry Collector New City Hall.

ANNUAL STATEMENT
OF THE
TRADE AND COMMERCE
OF ST. LOUIS.

FOR THE YEAR 1896.

REPORTED TO THE



MERCHANTS' EXCHANGE
OF ST. LOUIS.

BY

GEO. H. MORGAN, SECRETARY.



ANNUAL STATEMENT
OF THE
TRADE AND COMMERCE
OF SAINT LOUIS,
For the Year 1896.

REPORTED TO THE
Merchants' Exchange of St. Louis,

BY

GEO. H. MORGAN, SECRETARY.

ST. LOUIS, MO.:
PRESS OF R. P. STUDLEY & CO.
1897.

OFFICERS OF THE

MERCHANTS' EXCHANGE OF ST. LOUIS

SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.		No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1333
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1232
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman.	1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1363
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Toile.	1307
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876.	Nathan Cole.	John Wahl.	F. B. Davidson.	1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1260
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaiennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3566
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.	3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Galenne.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	{ A. T. Harlow. Wm. G. Boyd.	{ Wm. G. Boyd. Geo. H. Small.	{ E. A. Pomeroy.	2807
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395

Secretary and Treasurer.

1862	- - - - -	Clinton B. Fisk.
1863-64	- - - - -	J. H. Alexander.
1865-97	- - - - -	Geo. H. Morgan.

1862
 1863-64
 1865-97

73485

R 39400

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1896.

PRESIDENT.

C. H. SPENCER.

FIRST VICE-PRESIDENT, AMEDEE B. COLE.

SECOND VICE-PRESIDENT, CLARK H. SAMPSON.

DIRECTORS.

1896.

WM. G. BOYD,
WM. A. GARDNER,
SOL. J. QUINLIVAN,
CHRIS. SHARP,
CHAS. L. HEITZEBERG,

1896-97.

THOMAS BOOTH,
MANLEY G. RICHMOND,
H. H. WERNSE,
WM. B. DEAN,
JOSEPH A. JENNELLE.

SECRETARY AND TREASURER.

GEO. H. MORGAN.

ASSISTANTS.

D. R. WHITMORE, S. H. HEWLETT.
CALLER—JOSEPH P. CARR. DOORKEEPER—JAMES P. NEWELL.
ATTORNEY—F. N. JUDSON.

COMMITTEE ON APPEALS.

LOUIS J. HOLTHAUS,
G. O. KALB,
ISAAC M. MASON,
NICHOLAS R. WALL,
P. P. WILLIAMS,
GEO. L. EDWARDS,

FESTUS J. WADE,
C. C. ORTHWEIN,
LOUIS FUSZ,
J. T. BIRCH,
THEO. G. MEIER,
GEO. F. LANGENBERG.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

ALONZO C. CHURCH,
F. W. HOFMANN,
W. T. HICKMAN,
JOSEPH HATTERSLEY,
J. E. TEASDALE,

SECOND SIX MONTHS.

W. B. HARRISON,
C. A. CUNNINGHAM,
EDWARDS WHITAKER,
JOHN C. FISCHER,
JOHN J. SCHULTE.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

TELEGRAPH AND CALL BOARD CLERK.

CHAS. H. WHITMORE.

RIVER CLERK.

E. T. WALTON.

STENOGRAPHER.

MISS E. O. GIBSON.

MESSANGER.

FRANK T. MUDGE.

REAL ESTATE COMMITTEE.

C. H. SPENCER, Chairman.

AMEDEE B. COLE,
WM. G. BOYD.

THOMAS BOOTH,
W. T. ANDERSON.

COMMITTEE ON MEMBERSHIP.

H. H. WERNSE, Chairman.

WM. B. DEAN,

W. A. GARDNER.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1897.

PRESIDENT.

HENRY F. LANGENBERG.

FIRST VICE-PRESIDENT, CHRIS. SHARP.

SECOND VICE-PRESIDENT, WM. P. KENNETT.

DIRECTORS.

1897.

THOMAS BOOTH,
M. G. RICHMOND,
H. H. WERNSE,
WM. B. DEAN,
J. A. JENNELLE,

1897-98.

C. H. SPENCER,
B. J. MCSORLEY,
P. P. WILLIAMS,
D. E. SMITH,
F. E. KAUFFMAN.

SECRETARY AND TREASURER.

GEO. H. MORGAN.

ASSISTANT SECRETARIES.

D. R. WHITMORE,

S. H. HEWLETT.

CALLER—JOSEPH P. CARR. DOORKEEPER—JAMES P. NEWELL.

ATTORNEY—F. N. JUDSON.

COMMITTEE OF APPEALS.

T. B. MORTON,
E. B. WHITE,
FRED. DEIBEL,
W. P. HAZARD,
H. B. EGGERS,
SAMUEL A. WHITEHEAD,

HENRY KOEHLER, JR.,
WM. C. LITTLE,
GEORGE LANG,
L. GARVEY,
A. R. STRAIN,
JAMES C. SHARP.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

E. W. RAWLINGS,
JOHN P. WOODS,
ROBERT POMMER,
HENRY GRIESEDIECK, JR.,
W. P. HOWARD, JR.,

SECOND SIX MONTHS.

N. L. MOFFITT,
SAMUEL GORDON,
L. F. WOODS,
THOS. E. QUINLIVAN,
F. W. BROCKMAN.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

TELEGRAPH AND CALL BOARD CLERK.

CHAS. H. WHITMORE.

RIVER CLERK.

E. T. WALTON.

STENOGRAPHER.

MISS M. G. JOHNS.

MESSANGER.

FRANK T. MUDGE.

COMMITTEE ON MEMBERSHIP.

W. B. DEAN, Chairman.

M. C. RICHMOND,

H. H. WERNSE.

REAL ESTATE COMMITTEE.

H. F. LANGENBERG, Chairman.

CHRIS. SHARP,

WM. P. KENNETT,

C. H. SPENCER

THOMAS BOOTH.

COMMITTEES AND INSPECTORS FOR 1897.

EXECUTIVE COMMITTEE ON GRAIN INSPECTION.

CHRIS. SHARP, Chairman. DANIEL E. SMITH, CHAS. H. TEICHMANN.

WHEAT INSPECTION.

CHRIS. SHARP, Chairman. T. B. MORTON, JOHN THYSON,
E. F. CATLIN. R. H. LEONHARDT, ALEX. H. SMITH.

CORN, OAT AND RYE INSPECTION.

DANIEL E. SMITH, Chairman.
J. WALLER TEASDALE, T. C. TAYLOR, B. H. LANG,
FRANK GOODNOW, J. S. MCCOLELLAN.

BARLEY INSPECTION.

CHAS. H. TEICHMANN, Chairman.
HENRY GREVE, CASPER KOEHLER, LOUIS BRINOKWIRTH,
PAUL H. GRIESEDIECK.

GRAIN INSPECTORS.

C. O. DUTCHER, Chief Inspector. T. L. CURRIE, Assistant Chief Inspector.
J. E. ROBINSON.

FLOUR INSPECTION.

F. E. KAUFFMAN, Chairman. CHRIS. BERNET, Secretary.
EDGAR D. TILTON, C. H. SIEVING, CHAS. A. EBERLE,
FRED. HATTERSLEY.

BOARD OF FLOUR INSPECTORS.

VICTOR GOETZ, President. AUGUST RUMP, Secretary.

RULES.

P. P. WILLIAMS, Chairman. T. W. CARTER, C. M. BUNTON.

PROVISION INSPECTION.

B. J. MCSORLEY, Chairman.
GEO. C. HEITZBERG, GEO. N. SAYERS, G. S. MYERSON,
JAMES M. GETTYS, FRED. L. LUTH, E. H. BARNES.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

GEORGE URQUHART, Chairman.
BEN P. CORNELI, ROBT. POMMER, VINCENT M. JONES,
O. F. BEARDSLEY, EMIL SUMMA.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

MARKET REPORTS.

P. P. WILLIAMS, Chairman, JACOB SCHREINER, JOHN P. SMITH.

CONTRACTS.

J. A. JENNELLE, Chairman, F. E. KAUFFMAN, HARRY W. DAUB.

FLOOR.

THOMAS H. FRANCIS, Chairman.
T. J. LONERGAN, GEORGE B. TESSON, T. F. OLEARY,
I. V. W. DUTCHER, JR., F. G. COCHRAN, A. J. ROGERS,
J. W. COHN, OSWALD GRAVES, F. D. WOODLOCK,
W. I. CURRIE, THOMAS GRIFFIN.

COMMITTEES AND INSPECTORS FOR 1897.

(CONTINUED.)

POSTAL AFFAIRS.

J. A. JENNELLE, Chairman,	A. B. BARRET,	DAVID BLOCK, Jr.,
D. SHELBY,	H. N. SAYLOR,	P. P. CONNOR

MISSISSIPPI RIVER.

THOMAS BOOTH, Chairman.

D. R. FRANCIS,	H. C. HAARSTICK,	CLARK H. SAMPSON,
D. I. BUSHNELL,	ISAAC M. MASON,	WEBB M. SAMUEL,
JAMES Y. LOCKWOOD,	M. J. MURPHY,	RICHARD WARDEOP,
D. A. MARKS,	F. H. LUDINGTON,	BRECK JONES,
GEORGE H. PLANT,	CHAS. J. QUESNEL.	

NATIONAL BOARD OF TRADE.

WILLIAM G. BOYD, Chairman.

C. W. BARSTOW,	GEO. H. SHIELDS,	R. P. TANSEY,
FRANK GAIENNIE,	CHAS. PARSONS,	WM. H. THOMSON.
E. O. STANARD,	CHAS. HODGMAN,	AMEDEE B. COLE,
ALEX H. SMITH,	W. B. ARCHER,	SOL. J. QUINLIVAN.

LEGISLATIVE.

WILLIAM P. KENNETT, Chairman.

W. T. ANDERSON,	E. S. GATCH,	CHARLES NAGEL,
W. A. GARDNER,	T. S. MCPHEETERS,	R. S. CHAMBERS,
H. R. WHITMORE,	ADRIAN DE YONG,	PHILIP C. TAYLOR.
CHAS. J. DUNNERMAN,	O. L. WHITELAW.	

TRANSPORTATION.

O. H. SPENCER, Chairman.

R. P. ANNAN,	JACOB FURTH,	JEROME HILL,
L. GARVEY,	L. B. BRINSON,	W. C. ELLIS,
JOHN E. GERAGHTY,	F. F. HENSELER,	W. B. HARRISON.
THOMAS B. TEASDALE,	JOHN WIEDMER,	P. M. HANSON,
JAMES MEAGHER,	W. C. MERRY,	JAMES W. DYE.

MEXICAN AND CENTRAL AND SOUTH AMERICAN TRADE.

L. D. KINGSLAND, Chairman.

GEO. F. POWELL,	A. DEFIGUEIREDO,	W. S. SWINGLEY.
S. L. BIGGERS,	GEO. D. BARNARD,	WM. SOMERVILLE,
JAS. A. REARDON,	H. H. CRITTENDEN,	HENRY STANLEY.
R. E. FUNSTEN,	E. E. OABRERAS,	C. L. HEITZEBERG,
		W. K. STANARD.

METEOROLOGY.

WALKER HILL, Chairman.	JOHN A. SENTER.	HUNTER BEN JENKINS.
AUTHUR C. PETRI,	E. L. WOOSTER.	

PRODUCE.

MANLEY G. RICHMOND, Chairman.

F. G. HAUSEISEN,	J. D. HUMPHREYS,	W. J. TEMPLEMAN.
GEORGE G. FAIRHAM,	JACOB P. WEIL,	H. C. HOLLMANN,
HERMAN HART,	CHAS. S. MCKEEN.	

STOCKS AND BONDS.

H. H. WERNSE, Chairman,	W. O. LITTLE,	J. H. BLESSING.
RICHARD SINGER,	E. W. RAWLINGS.	

HAY.

D. W. OLIFTON, Chairman,	T. R. BALLARD,	DAVID DOBSON,
WILLIAM FURLONG,	J. E. TEASDALE.	H. W. BECK.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

JANUARY 4TH, 1897.

To the Members of the Merchants' Exchange:

GENTLEMEN:—The year 1896 having now closed, it becomes the duty of your Board of Directors to make a report showing the financial condition of your Association, and the Assessment fixed for the coming year.

ASSESSMENT.

At a meeting of the Board held on December 14th last, after a careful consideration of the financial condition of the Association, the assessment to be paid by each member for the year 1897 was fixed at twenty-five dollars.

The Board deemed it wise to increase the assessment for the following reasons:

First. Since the purchase of the property in 1892, the Association has been relieved of the payment of a yearly rental of \$25,000. The other expenses have been covered by the annual assessment of \$20, and a balance has been transferred to the credit of the Real Estate each year as follows: In 1893, \$14,000; in 1894, \$12,000; in 1895, \$7,500; in 1896, \$3,800. If the Exchange had continued to pay rent for the Hall and offices, the income since 1892 would not have been sufficient to meet expenses. The cause of this decrease is the reduction each year in the membership, which is more fully referred to hereafter.

Second. In view of the fact that there is a mortgage indebtedness of \$150,000 on the Exchange property, and a floating debt of \$41,000, your Board believes that the Association should contribute a sufficient amount yearly, which, with the surplus from rentals, would liquidate the floating indebtedness prior to the year 1900, when the bonded indebtedness of \$150,000 becomes due.

Third. Another imperative necessity for increasing the revenue, is the fact that our market, during the greater part of last year, has been discriminated against in favor of Gulf ports by transportation lines. In order that we may be kept on an equitable freight basis with other competing

The Board also sent delegates to the meeting of Central Passenger Committee in March to urge the adoption of a five thousand-mile interchangeable mileage ticket, and to the Charities and Corrections Convention, held in St. Louis, December 21st.

Your Board has given attention to matter of National, State and City legislation, and has endorsed and recommended such measures as seemed for the general good. Among these were petitions to Congress endorsing the bill "to create an executive department of commerce and manufactures;" advocating reciprocal trade relations with the Latin American States; approving an amendment to the navigation laws for the protection of shippers; protesting against certain proposed amendments to the Interstate Commerce law not deemed desirable; requesting the Honorable Secretary of the Interior to take such action consistent with law as would open up Indian lands to settlement.

In local legislation your Board favored street improvements and the placing of signs upon the streets of the city.

Your Board also submitted for the consideration of the National Board of Trade, resolutions in reference to reciprocity, protection of the passes at the mouth of the Mississippi River, and the establishment of a Department of Commerce and Manufactures.

MEETINGS OF THE EXCHANGE.

A meeting of members was held on March 12th in the interest of river improvement and the Mason and Samuel bill then before Congress.

On March 26th a conference was held with the Honorable Railroad and Warehouse Commissioners of Missouri and an arrangement for a better grading of grain secured.

On May 28th, at a meeting of the Exchange, subscriptions were received for the relief of the sufferers by the tornado of the previous evening, and a committee appointed to solicit further subscription.

During the year the Exchange has been visited by delegations and distinguished citizens, to all of whom a cordial reception and welcome was extended. Among those thus received were the following:

January 29.—Lumber Dealers of Ohio, Indiana and Pennsylvania.

February 1st.—Commercial Club of Oklahoma City.

February 1st.—Mrs. Anna Sneed Cairns, Principal of Forest Park University.

April 20th.—Hon. B. R. Tillman, United States Senator from South Carolina.

June 15th.—Hon. Chauncey M. Depew, President New York Central Railroad.

August 26th.—Hon. David R. Francis, Secretary of the Interior.

August 28th.—Senor Jose Ives Limantour, Secretary of the Treasury of Mexico.

September 8th.—National Hay Association.

September 17th.—Hon. Wm. O. Bradley, Governor of Kentucky.

The Exchange rooms were closed during the year as follows:

January 1st. —New Year's Day.
 February 12th. —Lincoln's Birthday.
 February 22nd. —Washington's Birthday.
 April 3rd. —Good Friday.
 May 30th. —Memorial Day.
 July 4th. —Independence Day.
 September 7th.—Labor Day.
 October 8th. —Thursday of Fair Week.
 November 3rd. —Election Day.
 November 26th.—Thanksgiving Day.
 December 25th.—Christmas.
 December 26th.—.....

Your Board considers it a matter of congratulation that, notwithstanding the continued business depression of the past three years, the membership of the Exchange has been fairly prosperous, no failures of any moment having occurred, and that the outlook for the future is encouraging. Probably no other large city has felt the hard times less than St. Louis, and the standing and solidity of its commercial, manufacturing and financial institutions is unquestioned.

Your Board has endeavored faithfully to discharge the trust committed to it a year ago, and desires to express its appreciation of the aid received from the various committees. The long continued term of faithful service of the Secretary and his associates is their highest testimonial of duty performed, to which this Board takes pleasure in adding its testimony.

FOR THE BOARD OF DIRECTORS,

C. H. SPENCER,
 President.

REPORT OF THE TREASURER FOR 1896.

CURRENT ACCOUNT.

RECEIPTS.

Cash on hand, January 1, 1896.....	\$ 2,446 35
Received from Transfer fees.....	610 00
" " Assessments.....	45,300 00
" " Rent of Call Board chairs.....	425 00
" " Rent of Drawers.....	632 10
" " Rent of Transportation desks.....	150 00
" " Rent of Telegraph counters.....	690 00
" " Rent of Stock and Bond Brokers chairs.....	120 00
" " Sale of Samples and Sweepings.....	68 80
" " for Interest.....	71 94
" " Old Furniture sold.....	6 50
	<u>\$53,535 79</u>

EXPENDITURES.

Salaries.....	\$24,459 00
Telegraph Account.....	11,754 66
Real Estate Account.....	8,800 00
Redemption of Memberships.....	2,900 00
Renovating and Painting Hall and Offices.....	1,876 44
Annual Report.....	841 88
Printing and Stationery.....	809 55
Telephones.....	700 00
Electric Fans and Wiring.....	649 95
Delegations to Washington, account River Improvement.....	690 75
Delegates to National Board of Trade.....	228 20
" " South and West Trade Congress, Charleston.....	217 90
" " National Transportation Association.....	47 35
" " Central Passenger Committee, Chicago.....	16 50
" " Currency Convention, Indianapolis.....	35 30
" " Arkansas Riv. Improvement Convention, Ft. Smith.....	31 85
" " St. Augustine, Florida.....	52 55
Entertainment Oklahoma City Commercial Club.....	100 00
" " National Hay Convention.....	200 00
Intervention Galveston Grain Rates.....	252 10
Assessment, National Board of Trade.....	260 00
" " National Transportation Association.....	105 00
Soap and Towels.....	528 29
F. N. Judson, Attorney.....	500 00
Renovating Oil Paintings.....	852 00
Postage.....	858 13
Attorneys Fees and Costs of Court.....	826 00
Lunches for Board of Directors.....	317 60
Ice.....	264 85
Repairs.....	261 65
Belcher Water.....	230 00
Judges of Election.....	147 00
Books, Papers and Price Currents.....	146 25
Stock and Weatherboard and Water Cooler.....	123 50
Insurance on Furniture.....	116 25
Brooms, Dusters, Mops, etc.....	108 45
Tin Pans.....	96 30
New Chairs.....	87 75
Power for Electric Fans.....	50 75
Committee on Cleaner Streets.....	50 00
Awnings.....	50 00
Care of Fountain.....	50 00
Taxes.....	45 10
Badges for Reception Committee.....	42 00
Sundries.....	159 35
	<u>\$53,387 17</u>

Balance on hand December 31, 1896..... \$ 165 65

REAL ESTATE ACCOUNT FOR 1896.

RECEIPTS.

Cash on hand, January 1st, 1896.....	\$ 68 59
Transferred from Current Account.....	8,800 00
Received from Rentals.....	48,881 79
" for Electric Lights.....	247 94
" Interest	22 17
" Radiators and Fixtures sold.....	24 50
	<u>\$ 58,089 99</u>

EXPENDITURES.

Taxes.....	\$ 9,827 71
Interest on \$150,000 00 loan.....	7,500 00
Demand note paid	5,000 00
Employees	6,588 75
Repairs account of tornado, May 27th.....	4,912 96
Ordinary repairs.....	8,187 81
Power for Elevators	8,000 00
Insurance premiums paid.....	7,575 28
Interest on demand notes.....	1,927 87
Coal, 23,474 bu.....	1,276 18
Water License	971 50
Elevator Repairs.....	718 77
Supplies for Engineer and Janitor.....	297 88
Edward Altemus	250 80
Removing Ashes and Sweepings.....	188 75
Elevator Insurance.....	100 00
Lightning Arresters.....	51 50
Gas Heater	45 00
Inspection of Elevators and Boilers.....	81 00
Sprinkling Tax.....	18 88
Gas	9 83
Printing.....	8 75
	<u>\$ 52,981 72</u>

Balance, December 31, 1896..... \$ 108 27

St. LOUIS, December 31, 1896.

GEO. H. MORGAN,
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1896 and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank, as follows, viz.:

To the Credit of the Real Estate Account.....	\$ 106 27
To the Credit of Current Account.....	148 58

WM. G. BOYD,
W. B. DEAN,
M. G. RICHMOND, } Committee.
J. A. JENNELLE.

St. LOUIS, January 2, 1897.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS IN 1896.

NATIONAL BOARD OF TRADE.

JANUARY 18TH. The Board appointed Messrs. E. O. Stanard, Wm. G. Boyd, Clark H. Sampson, Clinton Rowell, Henry R. Whitmore, S. W. Cobb, Chas. F. Joy and Richard Bartholdt delegates to the meeting of the National Board of Trade to be held in Washington, January 28th.

MISSISSIPPI RIVER.

JANUARY 18TH. — ADDRESS:

To the People of the Mississippi Valley:

The Merchants' Exchange and Business Associations, representing all the interests involved in the commerce of this city, have for many years urgently appealed to the Congress of the United States in behalf of the improvement of the navigable waters of the Mississippi River and its tributaries, believing that the channel of these great rivers constitutes the natural highway through which the heavy products of the Mississippi Valley can find their cheapest outlet to the markets of the world. Recognizing this fact, the Government has from time to time appropriated large sums of money and adopted definite plans for the removal of the natural obstacles which have presented themselves, and to procure an easy and safe channel to the Gulf. These plans have been on the theory of constructing permanent works, by which a navigable channel when obtained would henceforth be permanently maintained. The benefit of such permanent improvements can scarcely be estimated in their value to the people of the entire country. Their consummation, however, cannot be expected within the next twenty years, and unless increased annual appropriations are made by Congress, it has been asserted by those most familiar with the progress of the work that it will require a much longer time. In the meantime it has been conclusively shown by experimental work, and is the judgment of those whose long experience in the navigation of these rivers entitles their opinion to the confidence of every one, that a navigable channel can be secured by the use of dredge boats and portable jetties, and maintained by the continued application of these means. So great confidence is felt in the practicability and successful

result of this method of improvement, that some of our citizens have made a proposition to Congress, contained in House Bill 2779, to secure by these means a navigable channel in the Mississippi from St. Louis to Cairo of at least 6 feet in depth and 200 feet in width, and from Cairo to Vicksburg a channel depth of at least 7 feet and 250 in width, on the condition of "no cure, no pay," or that compensation shall be paid them only after this channel is secured and continuously maintained. With great confidence that this plan will secure a desirable navigable channel at an earlier day than by any other method attempted or suggested, the business organizations of this city have with great unanimity recommended this measure to the favorable consideration of Congress.

The representatives of the business interests of our great city, while feeling that the improvement of the Mississippi River from this city to the Gulf, so as to have at all seasons a navigable channel of the character above alluded to as a minimum, would be of great benefit to its commercial prosperity, believe that a greater benefit will enure to the farmers, producers and people in the great agricultural basins of the river and its tributaries by the cheapening of the cost of moving their cereal products to tide-water, because their small value per ton as compared with many other fruits of industry and chief objects of commerce, renders a costly transportation particularly burdensome. Thirteen States bordering on the Mississippi River produced in 1895, 1,785,000,000 bushels of corn, or more than three-fourths of the entire production of the whole country. These States supply the surplus of this crop for export and for consumption in the East, and it is safe to say that 200,000,000 bushels will find a market over 1,000 miles from point of production. The high-water rate from St. Louis to New Orleans is \$1.60 per ton, or 1.33 mills per ton per mile, while the rail rate as given by the Interstate Commerce Commission for the whole country was 8.32 mills per ton per mile; but if the rail rate on grain should be reduced one-half it would still cost three times as much to move this grain by rail as by water. By water the rate would be 4 cents per bushel, by rail 12 cents, which on the quantity of corn likely to be moved would constitute a saving of ten to twelve million dollars to the producers in this valley in one year on the corn crop to be moved. It is estimated that the products of the Valley States annually put into distribution over 100,000,000 tons of freight, and if it is estimated what the saving on this alone will be, at the difference in rates, you will have some conception of the benefits which will accrue to the producers by such improvement of the navigable channel of the river as will produce these results, and of the paramount importance of securing them at the earliest day. When you further consider other food products and the product of our forests, mines, quarries, mills and factories, which require to be moved from points of manufacture and production to points of consumption and exportation, you will form a proper conception of the benefit even a slight saving in cost of transportation would confer upon all the population of this valley. That transportation by water can be effected at less cost than

by any other method, is too well-known to need any argument, and equally well established is the fact it is the best regulator of rates by rail, and applies equally to traffic moved along parallel lines or across it. In the Mississippi we have a water route traced by nature, with a natural motive power along its entire course, affording the means of carrying the heavy products of this valley, which are required to be moved out, bringing lighter freight into it, that is peculiarly adapted to meet the needs of the most productive region of the Continent. If it is to remain forever useless by natural obstacles which man cannot remove, then the Mississippi River has been the most stupendous blunder of Nature. But Providence makes no blunders. The only blunder is made by a Nation which spends its hundreds of millions in constructing artificial highways, when one-tenth the sum expended in the improvement of Nature's highway would have saved fifty times that sum.

Believing that unity of action in behalf of interests that are mutual is the surest way of promoting them, we have addressed you, on this matter so important to our welfare, and beg that you will co-operate with us. This we believe you can best do by impressing upon your Representatives in Congress our great needs, and urging upon them such action as will relieve them at an early day.

MISSISSIPPI RIVER.

JANUARY 18TH. *Whereas*, The Merchants' Exchange and other business organizations, representing every important interest in St. Louis, have adopted resolutions favoring the early improvement of the navigable channel of the Mississippi River according to a plan presented by Messrs. Mason and Samuel in House Bill No. 2779 of the Congress of the United States, and have presented to Congress a memorial asking the adoption of this plan as more likely to produce early and continuous results on terms safe and reasonable to the Government; and

Whereas, The interests of this City, as well as of all parts of the great agricultural basins of the Mississippi River and its tributaries, demand speedy and immediate relief; therefore, be it

Resolved, That we appeal to all the people of this great valley, especially those who produce cereals and whose heavy products suffer most from exorbitant freight rates in reaching points of consumption and exportation, to immediately take such action as to impress upon the present Congress their heavy loss consequent upon delay in the improvement of the navigation of the Mississippi River, and the absolute necessity for immediate and efficient relief.

Resolved, That we again earnestly urge upon Congress early and favorable action upon the bill above mentioned, believing that it promises a remedy and a successful solution of the river problem, as did a similar enterprise by Capt. Eads at the mouth of the Mississippi River.

Resolved, That we authorize our Executive Committee to prepare an address to the people of the great valley of the Mississippi River and its

tributaries, presenting the matter to them and asking their co-operation by petition to their Representatives in Congress to approve the plan and pass the bill.

Resolved, That the Executive Committee be authorized to prepare blank form of petition to be inclosed with the address, and send to the County Clerk or other prominent person in each of the cities and counties of the States interested, with a request that they procure signatures to said petition and forward the same to their Representatives in Congress for action.

NATIONAL EDITORIAL ASSOCIATION.

JANUARY 20TH. The Board extended an invitation to the National Editorial Association to hold its next annual meeting in St. Louis, and appointed Mr. Henry R. Whitmore to convey the invitation to the Association, then convened in St. Augustine, Florida.

STREET SIGNS.

JANUARY 20TH. The Legislative Committee was requested to co-operate with the Committee of the Real Estate Exchange in petitioning the municipal authorities to provide suitable street signs.

CHARLES L. CHAPMAN.

JANUARY 20TH. Resolutions of respect to the memory of Chas. L. Chapman, prepared by a committee consisting of Messrs. Roger P. Annan, S. A. Whitehead, James Martin, John G. Mittler and E. C. Roenigke, were adopted by the Board.

MISSISSIPPI RIVER.

JANUARY 20TH. The Merchants' Exchange of St. Louis has for many years been foremost in recognizing the great importance of the Mississippi River as a factor of greatest influence in the regulation of transportation rates, and as the great artery through which the surplus products of the West could reach the markets of the world at the minimum cost of carriage.

Consequently, the Merchants' Exchange, through its official Board, has continually urged upon the Congress of the United States the importance of continued and continuous improvement of the waterways of the nation, and especially of the parent stream.

The Board of Directors of the Exchange once more calls upon the National Government for aid in making the great river of the West navigable at all seasons of the year (except when closed by ice) and to this end urges upon Congress the prompt passage of H. R. 2779, authorizing Messrs. Samuel and Mason, and their associates to improve the channel of the river by means of dredge boats and portable jetties; the compensa-

tion therefor to be contingent upon the obtaining and maintaining of a channel 6 feet deep and 200 feet wide between St. Louis and Cairo, and 7 feet deep and 250 feet wide between Cairo and Vicksburg.

In urging this action by Congress, this Board does not wish in any way to interfere with the work of permanent improvement now going on under the direction of the able engineers of the United States Army, but to provide for temporary relief to river commerce pending the permanent improvement of the river.

OKLAHOMA COMMERCIAL CLUB.

JANUARY 30TH. The Board joined with the Business Men's League in the entertainment of the Oklahoma Commercial Club.

EXECUTIVE DEPARTMENT OF COMMERCE.

FEBRUARY 10TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily approve and endorse the bill introduced in the House of Representatives January 21, 1896, by Hon. S. W. Cobb of Missouri, and known as H. R. 4447, "To create an Executive Department of Commerce," and especially requests the honorable Senators and Representatives in Congress from Missouri to favor the bill and to endeavor to secure its early passage.

MISSISSIPPI RIVER.

FEBRUARY 10TH. The Board appointed Messrs. H. C. Haarstick, Geo. H. Shields, Lloyd G. Harris, Leonard Matthews, M. J. Murphy, E. C. Simmons, Henry S. Potter, F. J. Wade, Jos. M. Hayes, Nathan Cole, W. C. Little, W. M. Kinsey and Thomas Booth a committee to visit Washington to assist Messrs. Mason and Samuel in their efforts to secure the passage of a bill for the improvement of the channel of the Mississippi River.

STREET IMPROVEMENT.

FEBRUARY 10TH. In view of the fact that good streets are an unfailing indication of municipal prosperity, and add much to the attractiveness, health and comfort of a city; and in view of the political conventions which are to assemble in this city during the coming summer, bringing many thousands of strangers to St. Louis, therefore

Resolved, That the Board of Directors of the Merchants' Exchange do hereby urge upon the city authorities the importance of making a much larger appropriation than heretofore for the cleaning and maintaining of the streets during the coming fiscal year;

Resolved, That the Board of Directors of the Merchants' Exchange heartily endorse the suggestion to adopt the block patrol system in the business districts, and urges its extension to the paved thoroughfares leading therefrom.

Resolved, That the President of the Merchants' Exchange appoint a special committee of seven to wait upon the city authorities, in conjunction with the committees appointed for a like purpose by the Business Men's League and other organizations, and urge the adoption of the measures set forth in the foregoing resolutions.

Resolved, That we urge the strict enforcement of the street cleaning contracts and of all ordinances relating to street cleaning.

Resolved, That a copy of these resolutions be forwarded to His Honor the Mayor, the President of the Council, the Speaker of the House of Delegates, the Chairman of the Ways and Means Committee of both Houses, the City Comptroller and the Street Commissioner.

In compliance with the above resolutions the following gentlemen were appointed as such committee: Messrs. W. B. Dean, Wm. G. Boyd, William E. Guy, T. B. Boyd, Frank Shapleigh, E. D. Tilton, O. L. Whitelaw and D. P. Dyer.

MISSISSIPPI RIVER.

FEBRUARY 14TH. The Merchants' Exchange of St. Louis has for many years been foremost in recognizing the great importance of the Mississippi River as a factor of greatest influence in the regulation of transportation rates, and as the great artery through which the surplus products of the West could reach the markets of the world at the minimum cost of carriage.

Consequently, the Merchants' Exchange through its official Board, has continually urged upon the Congress of the United States the importance of continued and continuous improvement of the waterways of the nation, and especially of the parent stream.

The Board of Directors of the Exchange once more calls upon the National Government for aid in making the great river of the West navigable at all seasons of the year (except when closed by ice) and to this end urges upon Congress the prompt passage of H. R. 2779, authorizing Messrs. Samuel, Mason and their associates to improve the channel of the river by means of dredge boats and portable jetties; the compensation therefor to be contingent upon the obtaining and maintaining of a channel 6 feet deep and 200 feet wide between St. Louis and Cairo, and 7 feet deep and 250 feet wide between Cairo and Vicksburg.

In urging this action by Congress this Board does not wish in any way to interfere with or retard the work of permanent improvement now going on under the direction of the able engineers of the United States Army; but on the contrary, wishes and urges that that work be prosecuted to a successful completion. But in the meantime, the commerce of the river is lessening year by year, by reason of lack of a navigable channel, and we fear that, unless immediate and continuous relief is given by keeping shallow places dredged out, the business of the river will have entirely disappeared before the results expected from permanent improvement

work are realized, and we therefore urge the passage of H. R. 2779 in order that temporary relief may be had pending the work of permanent improvement.

NATIONAL TRANSPORTATION ASSOCIATION.

FEBRUARY 24TH. Messrs. Wm. G. Boyd and J. S. Leeds were appointed delegates to the meeting of the National Transportation Association to be held in Chicago, March 19th.

A. W. FAGIN.

FEBRUARY 24TH. Resolutions of respect to the memory of A. W. Fagin prepared by a Committee consisting of Messrs. E. O. Stanard, Alex. H. Smith, E. W. Leonhardt, Michael McEnnis and Henry R. Whitmore were adopted by the Board.

STORAGE OF FIRE WORKS.

MARCH 9TH. The Board appointed Messrs. Nathan Cole, W. A. Hudson and S. H. Brickey a Committee to consider the matter of the storage of explosives within the city limits.

TRANS-MISSISSIPPI AND INTERNATIONAL EXPOSITION.

MARCH 9TH. The Board of Directors of the Merchants' Exchange of St. Louis are of the opinion that the Trans-Mississippi and International Exposition to be held at Omaha, Neb., in 1898, will be of interest and profit to the whole country, and especially to the Trans-Mississippi States, and, therefore, respectfully requests the Honorable Senators and Representatives for Missouri to favor an appropriation by Congress for a National Building and a National Exhibit.

NATIONAL UNIFORM CLASSIFICATION.

MARCH 9TH. *Resolved*, That this Body do not concur in the movement to secure the adoption of the National Uniform Classification, because we regard such a movement as impracticable, and that it will fail of its purpose.

Resolved, That we believe that a classification to reach the purpose for which it is intended must be a product of the requirements of the trade that it serves, and that a country as broad with industries and as diverse as the United States cannot be served by a single standard of classification.

Resolved, That it is our belief that the adoption of such a standard would result in a multiplication of exceptions and utter confusion in the construction of tariffs. In fact, will result in making the class tariffs of the railroads a schedule of maximum figures from which to make commodity exceptions, thereby defeating the very object for which the classification is made.

INTERCHANGEABLE MILEAGE TICKETS.

MARCH 20TH. *Whereas*, It is reported that the Chicago & Ohio River Railway lines have withdrawn from sale and abolished interchangeable mileage tickets, and that the lines represented in the Central Passenger Committee contemplate taking similar action at the next meeting; and

Whereas, The withdrawal of such mileage tickets would be a hardship to the many commercial representatives, who are among the best patrons of rail lines of travel; therefore,

Resolved, By the Board of Directors of the Merchants' Exchange of St. Louis that the Central Passenger Committee be earnestly requested not to withdraw from sale mileage tickets, but rather to put on sale five thousand-mile interchangeable mileage tickets at the price of two cents per mile, good over all the lines represented in the Central Passenger Committee, with photographic identification and such other restrictions as will protect the railroad companies in the issue and sale of same.

RECIPROCAL TRADE RELATIONS.

MARCH 20TH. The effect of reciprocity treaties negotiated by the Government under the tariff act of 1890 was most favorable to the trade of St. Louis, permitting the exportation to the Latin States of increased quantities of flour, grain, meats, lard, agricultural implements and other manufactures.

The effect of the repeal was to greatly diminish, and in some instances, to absolutely prohibit, shipments to these countries.

In the judgment of this Board the re-enacting of a reciprocity law authorizing the President to negotiate treaties with foreign nations, and especially with the Latin American States, would be of immense advantage, and result in the extension of trade relations to an equal or greater extent than existed at the time of the repeal of the reciprocity act.

Diplomatic negotiations with foreign countries would serve to make known the advantages of this country as a source of supply of breadstuffs, provisions and manufactures, and many other articles of which this country has a surplus, and also bring to the knowledge of our people the markets in which the articles needed here can be obtained at best advantage.

MISSISSIPPI RIVER.

APRIL 8TH.

Hon. G. G. Vest and Hon. F. M. Cockrell, United States Senate:

GENTLEMEN— We would most earnestly protest against the provisions of the River and Harbor Bill, which has just passed the House, in its provision for the improvement of the Mississippi River from St. Louis to Vicksburg. We believe the building of levees should be specially provided for by naming a definite amount to be expended for that purpose, and that the expenditure for the improvement of the navigable channel by dredging should likewise be provided for by a specific amount adequate

for the purpose. This section of the country has received no practical benefit to the navigable channel of the river after an expenditure of thirty-six million dollars for the general improvement of the river, and insist that appropriations should be so specifically applied as to promise early useful results to navigation.

We would, therefore, most earnestly and respectfully urge upon you to use your best efforts to have the bill amended in the Senate, so that the respective interests intended to be provided for shall each receive a just proportion of the appropriations. And we believe that the appropriation to be expended between Cairo and the mouth of the Missouri should be increased to one hundred and fifty thousand dollars annually for the improvement of the navigable channel by dredging, and we request that the Secretary of War be directed to authorize the use of the dredge boats of the Mississippi River Commission between St. Louis and Cairo whenever the same are not needed below Cairo.

NAVIGATION OF VESSELS, ETC.

APRIL 13TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily joins the New Orleans Cotton Exchange in petitioning Congress to so amend the act known as the Harter 'Act, adopted in 1893, and entitled "An Act relating to navigation of vessels, bills of lading, and to certain obligations, duties and rights in connection with the carriage of property," as to afford ample and proper protection to shippers of produce or merchandise from American ports against damage from negligence of ship masters or other employes of vessels engaged in the transportation thereof.

DEPARTMENT OF COMMERCE AND MANUFACTURES.

APRIL 13TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily approve and endorse the action taken by the National Board of Trade, at its recent meeting held in Washington, urging upon the Congress of the United States the creation of a Department of Commerce and Manufactures, the Secretary of such department to be a member of the Cabinet.

The immense increase in late years of the internal and foreign commerce of this country, and the unparalleled growth of manufacturing industries warrant the creation of a department to whose care these great factors in the prosperity of our country shall be committed, thus relieving the already over-burdened Departments of State and the Treasury, and securing fuller consideration than can be given to them under existing conditions.

The Board respectfully calls the attention of the Honorable Senators and Representatives from Missouri to the importance of the measure suggested, with the hope that the same will meet their approval and that they will give their support to Senate Bill 2447, introduced by Senator Frye, March 9th, 1896, entitled "A Bill to establish the Department of Commerce and Manufactures."

INTERCHANGEABLE MILEAGE TICKETS.

APRIL 13TH. The Board appointed Mr. Wm. G. Boyd to attend a meeting of the Central Passenger Committee, at Chicago, to advocate the adoption of an interchangeable mileage ticket.

SOUTH AND WEST GRAIN AND TRADE CONGRESS.

APRIL 21ST. Messrs. H. H. Wernse, Henry S. Potter and O. L. Whitelaw were appointed delegates by the Merchants' Exchange to the meeting of the South and West Grain and Trade Congress, to be held at Charleston, S. C., April 29th.

DENNIS P. SLATTERY.

MAY 11TH. Resolutions of respect to the memory of Dennis P. Slattery, prepared by Committee consisting of Messrs. Louis Fusz, C. H. Albers, P. P. Connor, Frank E. Kauffman and C. O. Dutcher, were adopted by the Board.

E. W. LEONHARDT.

MAY 11TH. Resolutions of respect to the memory of E. W. Leonhardt, prepared by a Committee consisting of Messrs. Louis Fusz, Henry C. Haarstick, Alex. H. Smith, Roger P. Annan and John Wahl, were adopted by the Board.

CIVIC FEDERATION.

MAY 11TH. Messrs. E. O. Stanard, H. C. Haarstick, R. M. Hubbard, Chris. Sharp and J. A. Jennelle were appointed a Committee to attend an informal conference to be held on May 14th, in reference to the municipal reform.

RECEPTION COMMITTEE.

MAY 11TH. The Board authorized the President to appoint a Reception Committee of Fifty, of which the President should be Chairman, to co-operate with the Floor Committee in welcoming visitors to the Exchange during Convention week. The Committee as appointed was as follows:

C. H. Spencer, Chairman; Amedee B. Cole, C. H. Sampson, Wm. G. Boyd, Wm. A. Gardner, Chas. L. Heitzeberg, Sol. J. Quinlivan, Chris. Sharp, Thos. Booth, M. G. Richmond, H. H. Wernse, W. B. Dean, J. A. Jennelle, Geo. H. Morgan, Jos. S. Nanson, T. H. Francis, R. M. Hubbard, J. W. Teasdale, W. B. Archer, Chas. F. Orthwein, Geo. H. Plant, Edw. F. Catlin, P. P. Williams, W. K. Stanard, J. C. Fischer, H. W. Beck, T. C. Taylor, H. G. Craft, Thos. Akin, H. Woolbrinck, Henry R. Whitmore, Jas. Meagher, Chas. A. Cox, C. Marquard Forster, W. T. Anderson, A. Nedderhut, S. A. Bemis, F. D. Woodlock, Oswald Graves, Isaac M. Mason, H. C. Haarstick, O. L. Whitelaw, J. V. Smith, Geo. D. Markhan, David A. Marks, Moses Fraley, A. H. Bauer, C. M. Bunton, M. J. Connor and Alex. H. Smith.

INTERSTATE COMMERCE ACT.

MAY 18TH. The Board of Directors of the Merchants' Exchange of St. Louis after full consideration of the effect of the adoption of House Bill 8536 and Senate Bill 2967, being amendments to the Interstate Commerce Act, do most respectfully, but earnestly, protest against the passage of the same, as tending to nullify one of the most important sections of the Interstate Commerce Act, viz., the section providing penalties of both fine and imprisonment for violation of the Interstate Commerce law. The Honorable Senators and Representatives from Missouri are earnestly requested to oppose the passage of said bills as detrimental to the business interests of the country.

WILLIAM STOBIE.

MAY 21ST. Resolutions of respect to the memory of Wm. Stobie prepared by a committee consisting of Messrs. Alex. H. Smith, Jonas Hainsworth, Samuel Virden, John C. Bull and Mathias Backer, were adopted by the Board.

JOHN G. SHERIDAN.

OCTOBER 12TH. Resolutions of respect to the memory of John G. Sheridan, prepared by a committee consisting of Messrs. R. S. Young, Henry W. Mack, Chas. H. Schoppe and Fred Diebel were adopted by the Board.

JOHN M. GILKESON.

NOVEMBER 9TH Resolutions of respect to the memory of John M. Gilkeson, prepared by a committee consisting of Web M. Samuel, Alex. H. Smith, John H. Maxon, W. Nichols and John P. Keiser, were adopted by the Board.

J. C. EWALD.

NOVEMBER 9TH. Resolutions of respect to the memory of J. C. Ewald, prepared by a committee consisting of J. W. Kauffman, Web M. Samuel, Sol. J. Quinlivan, John H. McCluney and Geo. M. Wright were adopted by the Board.

CREVASSE IN PASS A L'OUTRE.

NOVEMBER 14TH.

To the President and Board of Directors of the Merchants' Exchange :

GENTLEMEN—Your Committee on Mississippi River Improvement to whom was referred the communication from the associated bodies of New Orleans, in reference to the crevasse in Pass a L'Outre and the necessity for inaugurating a movement for the improvement of the Southwest Pass, would respectfully report:

That at a conference with the New Orleans delegation and members of Congress from St. Louis, also members of the Exchange who are members

of the Executive Committee on the improvement of Western Waterways, the whole matter was carefully and thoroughly discussed, and your committee have arrived at the following conclusion:

That the crevasse in Pass a L'Outre is a menace to the Jetty Pass, as well as to the Southwest Pass, and should be repaired by the general government at the earliest possible moment.

Your committee, however, are of the opinion that the calling of a convention for the purpose of bringing the matter to the attention of the short session of Congress is neither necessary nor wise at this time, but that in lieu thereof delegations from the various cities in the Mississippi Valley should meet in Washington early in December to bring the matter to the attention of Congress and the Chief of Engineers, and to urge an immediate appropriation for the work as the emergency requires prompt attention; and would recommend that your Board appoint a delegation to co-operate with the representatives of New Orleans and other cities.

It is the opinion of your Committee that it would be unwise at this time to agitate the question of the improvement of the Southwest Pass, and that it would be better to defer action until the approach of the next Congress, when the matter should be taken up either by calling a regular convention, or by such other steps as might be deemed most effective.

Yours respectfully,

HENRY C. HAARSTICK,
Chairman.

The report of the Committee was adopted and the President appointed as the representatives of the Merchants' Exchange Messrs. H. C. Haarstick, E. O. Stanard and Jerome Hill.

OPENING OF INDIAN LANDS.

NOVEMBER 28TH.

Hon. D. B. Francis, Secretary of the Interior:

The Board of Directors of the Merchants' Exchange would respectfully call your attention to the accompanying petitions laid before the Board this day as follows:

A petition from the wholesale merchants of St. Louis, requesting that the Wichita Reservations be opened to settlement as provided for in the act of Congress. A letter from A. S. Warren, Rush Springs, I. T., to the Simmons Hardware Co., asking that the Comanche country be opened for settlement. A letter from J. F. McGrath, President of the Business Men's Association, El Reno, Ok., asking that the Wichita and Caddo Reservations be allotted, so they can be opened for settlement in the near future. Also a letter from Mr. E. C. Simmons, forwarding the letter of Mr. Warren.

The Board of Directors of the Merchants' Exchange would respectfully urge you to take such action looking to the opening of the Indian

lands to settlement and civilization as may be consistent with acts of Congress, and with your authority in the matter.

Not only St. Louis, but the entire Western country would be benefited if these lands could be opened and white settlers allowed to develop same. The Board feels it unnecessary to discuss the question at length, knowing your familiarity with the subject and of the desire of the Western country in the premises, and therefore confidently appeal to you to take such favorable action as the petitioners request.

REFORM OF THE CURRENCY SYSTEM.

NOVEMBER 28TH. By authority of the Board, the President appointed Messrs. E. O. Stanard, Clark H. Sampson and James Campbell delegates to the conference to be held at Indianapolis, December 1st, to consider the advisability of calling a general convention to consider the propriety of creating a non-partisan commission to which should be assigned the duty of formulating a plan for the reform of our currency system.

ARKANSAS RIVER IMPROVEMENT CONVENTION.

NOVEMBER 28TH. The President appointed Capt. Isaac M. Mason a delegate to the Arkansas River Improvement Convention to be held at Fort Smith, Ark., December 15th.

GOVERNMENT CROP REPORT.

DECEMBER 14TH. The Board disapproves of the suggestion offered by the New York Produce Exchange in reference to petitioning the Department of Agriculture to issue the monthly crop reports at 1 P. M. instead of 4 P. M.

NATIONAL BOARD OF TRADE.

DECEMBER 14TH. The Board submitted the following subjects to be considered by the National Board at its next annual meeting to be held in Washington in January.

DEPARTMENT OF COMMERCE AND MANUFACTURES.

Whereas, The immense increase in late years of the internal and foreign commerce of the United States and the unparalleled growth of manufacturing industries warrant the creation of a department to whose care these great factors in the prosperity of our country shall be committed; therefore,

Resolved, By the National Board of Trade, That the Congress of the United States be urged and requested to give this measure the consideration its importance deserves, and to pass Senate Bill 2447, introduced by Senator Frye on March 9, 1896, entitled "A bill to establish the Department of Commerce and Manufactures."

RECIPROCAL TRADE RELATIONS.

Whereas, The National Board of Trade at its annual meetings in 1895 and 1896 adopted resolutions favoring the re-establishment of reciprocal trade relations between the United States and Mexico, the Central and South American States and the Spanish-American colonies; and

Whereas, The same conditions still exist in our trade relations with those countries; therefore,

Resolved, That the National Board of Trade again calls the attention of the National Government to the importance of the enactment of such legislation as will re-establish and secure to the United States the trade of these Southern republics and colonies.

JETTY IMPROVEMENT.

The improvement of the Mississippi River and its navigable tributaries has received the attention of the general government for many years, and much has been done for the improvement of navigation by the United States engineers by permanent improvement work, and later by use of dredge boats, and also by the building of jetties in South Pass by Capt. Eads, under contract with the government.

The appropriation by the last Congress for the building and maintenance of dredge boats, whereby the channel can be kept open during periods of low water, has proved the most effective means of securing a navigable channel, and it is the opinion of those most interested that the dredge system, when fully under way, will result in securing an open river at all times.

The building of the jetties in South Pass by Capt. Eads, under a contract with the government, opened up the mouth of the river to ocean vessels and has, up to this time, proved adequate for the ocean tonnage coming to that port.

The usefulness of the jetties, however, is now seriously threatened by a crevasse in Pass a L'Outre, which is withdrawing the water from the jetty channel, and causing shoaling at the head of the passes, which is a serious menace to free passage of ocean craft.

The large increase in the size and in the number of ocean craft seeking the port of New Orleans has made it plain to those acquainted with the fact that the present jetties will soon prove insufficient for the passage of the larger craft, and that at no distant day the necessities of commerce will require the improvement of the Southwest Pass. The National Board of Trade, therefore, calls the attention of the Congress of the United States to these facts, and would earnestly request:

First:—That an immediate appropriation be made for the closing of the crevasse in Pass a L'Outre for the purpose of maintaining the channel through the jetties.

Second:—That legislation looking to the improvement of the jetties of the Southwest Pass be originated and the matter be referred to the Chief of Engineers to ascertain the necessities in the premises and the cost of the improvement of the Southwest Pass in the near future.

CONVENTION OF CHARITIES AND CORRECTIONS.

DECEMBER 14TH. The Board appointed Messrs. Leonard Matthews, John W. Kaufman, Samuel Cupples, Henry R. Whitmore and Roger P. Annan delegates to the Charities and Corrections Convention, to be held at St. Louis December 31st.

MONETARY CONVENTION.

DECEMBER 14TH. The Board appointed E. O. Stanard, Clark H. Sampson, C. H. Spencer and F. N. Judson delegates to the Monetary Convention of business men to be held at the City of Indianapolis on the 13th day of January, 1897, for the purpose of considering and suggesting such legislation as may, in their judgment, be necessary to place the currency system of the country upon a sound and permanent basis.

JEFFERSON BARRACKS.

DECEMBER 14TH. The Board appointed Messrs. John W. Noble, E. O. Stanard, Henry C. Haarstick, John W. Turner, James O. Broadhead and W. H. Thomson a committee to protest in behalf of the City of St. Louis against any movement looking to the abandonment of Jefferson Barracks as a regimental post.

MEETINGS OF THE EXCHANGE.

JANUARY 6TH. Annual meeting.

JANUARY 29TH. Lumber dealers from Indiana, Ohio and Pennsylvania visited the Exchange.

FEBRUARY 1ST. The Commercial Club of Oklahoma City visited the Exchange, and were introduced by Acting President Amedee B. Cole. Mr. C. G. Jones, President of the Club, responded.

FEBRUARY 1ST. Mrs. Anna Sneed Cairns, Principal of Forest Park University, extended an invitation to the members of the Exchange to visit the University on Saturday, February 8th.

FEBRUARY 11TH. The Exchange voted to adjourn on the 12th inst., Lincoln's birthday.

MARCH 12TH. A meeting was called by President Spencer in the interest of river improvement, and the following resolutions were adopted:

Whereas, The Mississippi River is entirely under the control of the Government, and no person or corporation has the legal right to make any improvements without its consent; and

Whereas, The Government has failed through its operations in the past twenty years to provide for navigation at all seasons; and

Whereas, The Mississippi River Commission now admit that the plan proposed by House Bill No. 2779 is feasible, but claims that the work can be done cheaper by the Commission, although after an expenditure of more than thirty millions no immediate relief has been afforded; therefore, it is

Resolved, That we call upon the Congress of the United States to pass the bill now before them, introduced by Hon. S. W. Cobb, and known as H. R. 2779, and thereby grant immediate relief to the great commerce of this valley, that the saving to the industries of this valley will be at least fifty millions annually, and the cost of this proposition will not exceed two per cent of the annual saving; and be it further

Resolved, That, as said bill now before Congress asks for no compensation until the river is open to navigation, the parties entering into the contract will have the incentive to obtain immediate results which will

far outweigh any considerations of economy, even though such a result might follow if the work was done under the supervision of the Mississippi River Commission.

MARCH 17TH. A meeting was held to consider the question of repealing the rule making No. 2 hard winter wheat deliverable on contracts.

APRIL 2ND. The Exchange voted to adjourn on April 3rd, "Good Friday."

APRIL 20TH. Hon. B. R. Tillman, United States Senator from South Carolina, was introduced by the President and responded briefly.

MAY 28TH. A meeting was held at noon to take action in reference to the tornado which visited St. Louis the previous evening. A large amount was subscribed at the meeting, and a Committee appointed to solicit further subscription.

JUNE 15TH. Hon. Chauncey M. Depew of New York City was introduced by the President and delivered an address to the members.

JUNE 29TH. The Exchange voted to adjourn at 12 m. on Thursday, July 2nd.

AUGUST 26TH. The President introduced Hon. David R. Francis, Secretary of the Interior, who made an address to the members.

AUGUST 28TH. Senor Jose Ives Limantour, Secretary of the Treasury of Mexico, was introduced by the President and made a brief address.

SEPTEMBER 8TH. The members of the National Hay Association visited the Exchange and were introduced by the President. Mr. Blakesley, the President, and Mr. Hobbs of Baltimore briefly responded.

SEPTEMBER 17TH. The President introduced to the members Hon. Wm. O. Bradley, Governor of Kentucky, who delivered a short address.

OCTOBER 5TH. The Exchange voted to close on the 8th inst., being Thursday of Fair Week.

OCTOBER 16TH. A meeting was held for the purpose of raising further funds to relieve the sufferers by the tornado of May 27th.

OCTOBER 30TH. The Exchange voted to close at noon on Saturday, the 31st.

DECEMBER 31ST. The Exchange voted to close on Saturday, December 26th.

TORNADO, MAY 27, 1896.

The 27th day of May will long be remembered by the people of St. Louis as the day when a great calamity visited the city.

About 5 o'clock P. M. a tornado or cyclone, coming from the southwest, struck the city and passed down the valley south of the railroad track, laying waste an area about two miles wide by three miles in length. The storm was also severely felt in other portions of the city, near the river and north of its general course, but no serious damage was done except upon the river, where a number of boats and other craft were damaged or destroyed.

A heavy rainstorm accompanied the tornado, increasing the horrors of the situation, and seriously impeding the work of rescuing the wounded and caring for the shelterless.

The devastated district was in darkness, all electric light plants having been disabled and miles of poles and wires destroyed. In many places the gas was also cut off. Several fires occurred, which happily were extinguished by the rain. Every street railroad in the city was disabled and traffic completely suspended. The Olive Street Cable Line, however, escaped serious damage and was able to resume service later in the evening, but thousands of people were compelled to walk to their homes in the blinding rain. Railroad traffic was also entirely suspended, no trains leaving or entering the city during the night. The gloom that prevailed the city during that eventful night can better be imagined than described. When the morning broke the full force of the disaster was realized.

As the members gathered on 'Change the one prevailing thought was the desire to extend immediate help to those who had been rendered houseless and homeless. No attempt was made to transact business. At 12 o'clock President Spencer called a meeting of the members and suggested that a subscription be at once started and committees appointed to look after the unfortunate. Although the attendance was slight, many of the merchants being absent engaged in looking after their own homes or those of their friends who resided in the stricken district, the sum of \$15,000 was subscribed in a few moments, and a General Executive Committee appointed to prosecute the good work. This Committee met at once and appointed sub-committees to solicit funds, and other committees to distribute relief, with full authority to take charge of the work, and appointed sub-committees.

The St. Louis Provident Association, the St. Vincent de Paul Society, the Hebrew Relief Association, the Ladies Emergency Aid Society, the

South Broadway Merchants' Association, and others offered their services, and were placed in charge of sub-districts. Immediate relief in the shape of food, clothing, furniture and bedding was freely given, and at the end of two weeks every known sufferer by the storm had been fed, clothed and housed. Then the systematic work of investigation was taken up and relief extended to many who had not applied for aid at the various districts. As nearly as can be ascertained about 8,000 families, representing 40,000 persons, were assisted.

The call of the committee for money to carry on the work of relief was responded to in a most liberal manner by the people of St. Louis, and generous subscriptions were also received from outside the city. The amount received by the Merchants' Exchange Relief Committee and the Re-Building Committee was \$267,430.49. In addition \$4,101.90 was collected from the public schools, \$2,624.37 by the Broadway Merchants' Association, and a very large amount, estimated at over \$100,000, was distributed personally by friends and neighbors. A large quantity of clothing, bedding, etc., etc., was also donated, some of which was distributed by the general committee and the balance by individuals. So it is safe to say that aid to the amount of \$400,000 was rendered to the tornado sufferers.

It was a matter of both surprise and congratulation that so few persons lost their lives, in view of the great destruction of houses. The official report, as furnished by the Health Department, is as follows:

Killed	138
Drowned from boats	2
Injured and treated from Health Department	92

The following statement, furnished by A. H. Frederichs, President of the Board of Assessors, shows the number of houses damaged and gives an approximate estimate of the property loss incurred:

Number houses considerably damaged	7,263
Number houses partially damaged (not to exceed \$75)	1,249
Total	8,512
Loss on buildings	\$7,487,200
Loss on personal property (household effects, etc.)	1,191,800
Loss on machinery, stock of merchandise and all property not included in the above	1,560,000
Total	\$10,239,000
Buildings entirely destroyed	321
Number of buildings that cost less than \$3,000 each	2,651
Number of buildings that cost less than \$1,500 each	1,171

The damages, included in the above estimate, to overhead wire systems were \$500,000; to churches, \$400,000; to schools, \$100,000; and to the shipping interests over \$400,000.

REPORT OF THE SECRETARY.

ST. LOUIS, December 31, 1896.

Mr. C. H. Spencer, President:

DEAR SIR: In submitting to you and to the members of the Exchange my Thirty-second Annual Report of the Trade and Commerce of St. Louis, I am happy to be able to show that while the past year, like the two preceding ones, has been one of dullness and discouragements throughout all the land, our city, although sharing in the general depression, has not suffered more, but really less than many other large cities.

The volume of trade has lessened and profits in most all lines have been slight, and in some cases there has been a loss, but taken as a whole St. Louis has held her own, with no failures of any magnitude and with no discouragements as to the future.

I have endeavored in my report to present facts carefully collected from reliable sources as to the general business of the city that does not come under the immediate observation of the Exchange.

The statistics kept in my office, as furnished by the various transportation lines, are carefully collected and can be relied upon as a correct presentation of the trade in those lines.

You have so fully covered the affairs of the Association in the report of the Board of Directors presented at the annual meeting that I need not present them again.

Suffice to say that the Merchants' Exchange stands, as ever, the foremost representative of the business life and activity of the city and is the guardian of its commercial honor and progress. Its twenty-four hundred members represent the business pulse of the city, and are keenly alive to the duties and responsibilities incumbent upon them.

Please accept for yourself and for the of Board of Directors my sincere gratitude for the many acts of confidence and respect shown me during the year. It has been to me one of pleasant association which I shall ever recall with sincere satisfaction.

Respectfully submitted,

GEO. H. MORGAN,

Secretary.

ST. LOUIS IN 1896.

The City of St. Louis was never so constantly or conspicuously before the people of the United States as during the year 1896. This was mainly in consequence of the conventions held in it, but was also in a large measure due to the manner in which its financial and other institutions passed through the disturbing period preceding the election. During the panic of 1893 St. Louis enjoyed the enviable distinction of being the only very large city in which there was no bank failure. The same might be said in almost the same words with regard to 1896. There has indeed been no failure of this kind in St. Louis for more than ten years. The bank clearings for the year 1886 were \$810,000,000. Since then they have increased some fifty per cent, a gain which has been legitimate in every respect, and a fair index of the progress of a city of which it is often said, with truth, that it has never had either a "boom" or a "reaction." Years of plenty cannot, in the natural order of things, be looked for as regular events. The year just closed was a year of anxiety and perplexity throughout the entire country, and it is only fair that St. Louis should congratulate itself on the general immunity from commercial disaster, the comparatively small falling off in business, and the marked progress in so many directions. Of the calamity of May 27th, which excited the sympathy of the entire civilized world, mention is made elsewhere.

The impression has been general throughout the United States that St. Louis trade was suffering less than that of any other large city, and the returns for the year prove this to have been correct. This has attracted to the city both capital and people. Eastern capital in very large sums has been placed in the hands of St. Louis agents for loaning on good real estate security, the rate of interest being as low as 5 and even $4\frac{1}{2}$ per cent. At the close of the year at least \$5,000,000 of outside capital was available for lending on these terms, a fact which speaks well for the city's reputation for solidity.

That there should have been a large increase in population under these circumstances is not to be wondered at. The directory estimate claims a gain for the year of about 8,000, putting the present population at about 611,000. For the first time in the city's history a thoroughly reliable means of estimating population between census years was furnished in October. This was the precinct registration under the new election law. The total registration was nearly 134,000, and more than 131,000 citizens were declared eligible to vote at the national election. It is usual to claim five times as many people as there are voters, but the estimate above

referred to allows but nine persons to every two registered voters. In other words the claim that St. Louis is now in the 600,000 class is evidently well-founded, and there is much to be said in favor of the argument that it ought to be in the million class in less than ten years.

A gratifying increase in the number of inhabited houses is shown by the water revenue returns. The actual receipts from water license were \$1,346,721, or an increase of \$66,000 over the total for 1895. This increase is nearly five times as great as that reported a year ago.

The city's growth during the last sixteen or seventeen years is further proved by the fact that the income from the water during the year 1880 was about \$600,000. The annual consumption of water has increased from 9,000,000,000 gallons at the beginning of the eighties to more than 20,000,000,000, and provision has been made for a still further heavy increase. The city now owns 500 miles of water pipe. In 1880, 200 miles of pipe answered all requirements. During the last few years the average expenditure annually for the betterment of the water supply of St. Louis has been about \$1,000,000.

No delays have occurred in the construction of the new Water Works at the Chain of Rocks. The plant is already one of the most perfect and complete in the country, with a pumping capacity of 100,000,000 gallons daily. The immense settling tanks have not yet been brought into general use. It is believed that they will do away with the objection to our water on the ground of its appearance, which is at times muddy. Plans for filtration are also under consideration.

The sewer mileage has been increased to an unusually large extent during the year, and work is now in progress on one of the largest district sewers ever constructed in the city. The excellence of the water supply and sewer system, coupled with the proverbially healthy climate, continue to keep the death rate of St. Louis abnormally low. In 1896 the number of deaths was 9,897. Estimating the population at 600,000 only, this shows a mortality rate of 16.5 per 1,000. Few large cities in the world have a death rate as low as 20.

During the year 3,029 new buildings were erected, and the estimated frontage of the ground thus removed from the unimproved list was 151,500 feet, or more than twenty-eight miles. Building has been more active than street making. While twenty-eight miles of streets have been built up, on one side at least about eighteen miles of streets have been reconstructed, and comparatively new thoroughfares have been opened. The introduction of brick paving on several streets running north and south in the West End, and the increase in the mileage of east and west streets reconstructed on the boulevard plan, have both met with much favor and promise to add materially to the advantages of our city for residence purposes.

The year 1896 will also be remembered as the one in which the underground wire problem was, as is hoped, finally solved. The Municipal Assembly has passed a measure which it is believed will lead to the imme-

diate burial of the wires, in at least the central portion of St. Louis. The number of applications to the Board of Public Improvements, under the ordinance, has been far in excess of expectation and indicates a general desire on the part of wire-using companies to do for their own sake what all well-wishers of the city have so ardently desired. The overhead wires have long been an eyesore and a source of danger. Visitors who have expressed delight at the city's general appearance and progress have asked in vain why the wires were not buried. In a very few years the question will be unnecessary. The burying of the wires in front of the Union Station has already been accomplished with most satisfactory results.

The suggestions made by the Mayor as to the advisability of a change in the charter, or in the State laws, allowing St. Louis to borrow \$10,000,000 for necessary public improvements, has drawn attention to the city's remarkable sound financial condition. The total municipal debt is now \$20,647,711, with a total assessed valuation of \$345,940,150. The smallness of this debt will be realized when it is remembered that it is much less than the value of the monthly product of our factories, and less than the total annual business transacted in either boots or shoes, dry goods, groceries, or tobacco, to name a few lines at random. St. Louis compares most favorably in this respect with other cities, and has in consequence been able to renew maturing obligations at exceptionally low and constantly decreasing rates of interest.

In spite of delays of various characters considerable progress has been made on the new City Hall, and it is expected that most of the departments will be able to move in during the present year. The Collector and Assessor have been occupying their new quarters in the building for several months. The old City Hall will be closed as soon as possible and the site sold.

The Exposition had another prosperous season, neither the hard times, the counter attraction of political oratory, nor the proverbial ill-luck which superstition would demand of a thirteenth year, reducing the attendance to any appreciable extent. The actual receipts during the Exposition season were in excess of \$103,000, and although \$10,000 of this went to the Tornado Fund, there was still a handsome balance of profit. Thus was another record broken, for no other city has been able to maintain an annual Exposition, let alone on a profitable basis.

Encouraged by this success, and with a view to still further increasing its usefulness, the directors of this institution have decided to remodel the building so as to provide a permanent auditorium or coliseum. The Entertainment Hall and the North nave will be sacrificed if the plan proposed is sanctioned by the Municipal Assembly. In their place there will be an auditorium measuring about 318 by 192, considerably larger than the arena in Madison Square Gardens, New York. By the substitution of a truss roof for the present one, supporting columns will be made unnecessary, and a clear view for all spectators secured. There is to be a ring suitable for horse shows, circuses, military and other drills, bicycle races,

athletic entertainments, and so forth. This will be about 222 feet in its greatest length and about 112 feet wide, so that it will also be available for a miniature indoor fair, prior to or during the Exposition season. Without great expense the seating capacity could be increased to 12,000 at short notice, so that another justification of the title, "the Convention City" will be forthcoming. It is believed that the popularity of the annual Exposition will be increased by the change, as many additional attractions will be possible. Bonds to the amount of \$150,000 are to be issued to cover the cost, subject of course to the settlement of necessary preliminaries and the approval of all interested.

Eighteen hundred and ninety-six was easily the banner year of St. Louis in regard to the number and nature of conventions held in it. The reputation of St. Louis as a convention city had already been established. Thirty years ago a very important river convention was held in the old Mercantile Library Hall, and in 1872 a National Commercial Convention followed. In 1875 there was a National Railroads Convention, and in the following year the Democratic National Convention was held in the Merchants' Exchange Hall. In 1888 St. Louis was again selected for the Democratic Convention, which was held in the north nave of the Exposition Building. Many other important conventions were held during the '80's, including the Cattlemen's gathering, the Knights Templar Conclave, the Grand Army re-union, and other gatherings of special interest, each of them bringing a vast number of people to the city.

The year 1896 was rendered conspicuous from a convention standpoint from the fact that the Republican party for the first time held its nominating convention in the city. A special auditorium was erected for this gathering on a portion of Washington Park, just south of the new City Hall. This building contained upwards of 13,000 seats, was handsomely decorated, and declared to be one of the most convenient convention halls ever placed at the disposal of a great political party. The same hall was subsequently used for the People's Party Convention and for the annual gathering of the Democratic National Clubs. These three political conventions established a record for St. Louis, and kept it prominently before the reading public for several months. During the fall there were other conventions of an unusually important character, including those of the Bankers' Association, and of the American Street Railway Association. Many of the Delegates and visitors to these different gatherings had not visited the city for some years and were much impressed with the progress made, particularly in the business section, since they were last here. The following is a list of some of the most important conventions held in St. Louis during the year 1896:

Bicycle Clubs of St. Louis.....	February 10th.
Knights of Macabees.....	March 9th.
St. Louis Kennel Club.....	March 17th.
Mechanical Engineers.....	May 19th.
National Republican Convention.....	June 16th.
National Silver Convention.....	July 22nd.

Populist Convention	July 22nd.
Catholic Total Abstinence Society.....	August 5th.
Lumbermen's Convention	September 7th.
National Hay Association.....	September 8th.
American Cemetery Superintendents' Association.....	September 15th.
National Bankers' Association.....	September 22nd.
American Association of Traveling Passenger Agents.....	September 29th.
Western American Turf Congress	September 29th.
National Democratic Clubs.....	October 3rd.
National Board of Steam Navigation.....	October 12th.
Sigma Nu Fraternity.....	October 13th.
Association of Street Railway Managers.....	October 20th.
American Gaslight Association.....	October 27th.
First Annual Horse Show.....	November 2nd.
National Women's Christian Temperance Union.....	November 13th.
Society of the Army of the Tennessee.....	November 18th.
Boys and Girls National Home and Employment Association.....	December 11th.
Modern Language Association of America (Central Division).....	December 30th.
Sigma Alpha Epsilon Fraternity.....	December 30th.

One of the most satisfactory features of the conventions was the ease with which the immense crowd of delegates and visitors found suitable accommodation. The great increase in the hotel accommodation in St. Louis, referred to in recent reports, proved of great advantage to the city. The local committees of arrangements prepared a register of boarding houses and private residences where visitors could be accommodated outside of the hotels. It is stated that there was accommodation for 30,000 more people than made application, and that there was no uncomfortable overcrowding. This fact, coupled with other advantages enjoyed by St. Louis as a convention city, occasioned much favorable comment, and will lead to the bringing to St. Louis of a large number of important conventions in the future. Just at the close of the year plans were announced for still further increasing the hotel accommodation of the city.

St. Louis has more than maintained its position as the best equipped city in the world in the matter of rapid transit facilities. During the year 57 miles of newly constructed tracks, either within the city limits or in the county, but directly connected with city roads, have been opened for traffic. The total single track mileage is now 360, of which 317 miles are within the city limits, and about 43 miles in sections of St. Louis County which are so closely connected with St. Louis as to be part of the city in every respect, save as municipal government and taxation. There has been no change in the cable road mileage, which continues to be a little less than 34 miles. All the new construction work has been done on electric roads.

According to the latest returns, the number of miles of single track operated by each of the large systems is as follows: Union Depot Company, 74.65 miles; Lindell, 65.09 miles; St. Louis & Kirkwood, 10 miles; Missouri Railroad Company, including the Olive Street cable, and the Laclade & Tower Grove Electric divisions, 27.04 miles; Southern

Railway, 23.57 miles; St. Louis & Suburban, 28.64, about to be increased to 33 miles; Manchester road or St. Louis & Meramec River, 19.35 miles; Cass Avenue & Fair Grounds Company, including the old Cass Avenue, Northern Central and Union lines, 34.47 miles; Citizens' Railway, 16.36 miles; St. Louis Railroad, 28.74 miles; Jefferson Avenue, 6.97 miles.

These figures do not include the mileage of Florissant Avenue extension, the Forest Park & Clayton, the Fourth Street & Arsenal, the Midland, the St. Louis County, and the Delmar & Clayton Company, whose total mileage is about 17 miles.

The most extraordinary feature in regard to the development of rapid transit interests in and around St. Louis is in the matter of county extensions or new roads. A year ago, the only road in operation beyond the city limits which ran any appreciable distance, was the county division of the St. Louis & Suburban between the city limits and Florissant, a distance of nearly 11 miles. This was the old Narrow Gauge road. Early in the year the first electric road through the thickly settled suburban districts and towns, lying between the limits of the Twenty-seventh Ward and the Meramec River, was opened for traffic. This is a single-track line running from the southwest corner of Forest Park in an almost direct line, through the cities of Webster and Kirkwood to Meramec Highlands, a distance of exactly ten miles. The necessity of rapid transit communication through this district had been recognized for some time, and franchises had been in existence for three or four years. The opening of the road was watched with much interest. It was equipped with the most costly cars and from the first day did a very heavy business. Its prosperity was marred by an unfortunate collision, but otherwise it has more than met the expectations of its projectors.

This fact is of interest as indicating the growth of the city in a south-westerly direction. The subdivisions or towns of Shrewsbury Park, Old Orchard, Webster Groves, Tuxedo Park, Webster Park and Kirkwood, with others in the same direction, are practically suburbs of St. Louis. It has been stated repeatedly that a large majority of the householders and owners—there are comparatively few renters—are St. Louis business or professional men, whose interests are entirely identified with our city. The heavy business which the electric road has been called upon to do proves the accuracy of this statement. The entire section lying between the city limits and the western limits of the city of Kirkwood is rapidly becoming urbanized. Franchises have been granted for furnishing light and water and many of the streets are admirably lighted and paved at the present time. The population is steadily increasing, and twice during the year the question of the advisability of extending the city limits of St. Louis has been agitated.

Another county electric road, which is even more strictly a product of 1896 is the Manchester road line. This was constructed during the winter of 1895-96 and opened for operation in the spring of the latter year. The cars on this line run direct from Sixth and Locust streets out into the

county about a mile beyond Webster. Contracts have been let for extending the tracks out to the Meramec River. This is a double track road throughout, and in order to avoid heavy grades at the crossing of the Missouri Pacific Railroad near Edgebrook, a viaduct was constructed carrying the tracks over the railroad property, and also the River des Peres Valley which parallels it. This viaduct was inspected during the Street Railway Convention in the fall by the delegates in attendance, and all agreed it was the largest viaduct ever constructed exclusively for an electric road. Its entire length is 1,000 feet and its greatest height about 60 feet. It is supported by six heavy pillars, and has been tested to 720,000 pounds. It is of steel construction and cost more than \$50,000. Although run in connection with the Suburban road its equipment is entirely new and is the product of local factories. The line not only gives an alternative route to and from Webster and adjoining suburbs, but it also runs through the subdivisions or sections of the city known as Cheltenham, Clifton Heights, Benton and Ellendale, all of which were formerly dependent entirely upon the steam railways for transportation to and from the business portion of the city. The influence of both of these roads upon the growth of the city and the county adjoining is expected to be marked.

Another electric road, connecting with a city line, and running into the county, which has been brought into prominence during the last few weeks, is the line to Jefferson Barracks. This road runs from the extreme southern limits of the city through a portion of the Government reservation to within a few hundred feet of the barracks.

The Forest Park and Clayton Railway affords direct communication between St. Louis and the county seat of the county of the same name. This road has nearly two miles of track in the city limits, and nearly three miles beyond it. It connects with the Lindell Company at Forsythe Junction, and is of great convenience to professional and business men having business at the courts and offices at the county seat. The cars are operated by electricity.

Another county electric road which has extended its tracks materially during the year is the Midland Company, which connects with the Suburban Road at the extreme western city limits and runs out on Page Avenue. The terminus of this line was formerly at Hanley Road, about two and one-third miles out. More than two miles of additional track were built during the year, and a franchise secured authorizing a further extension to Creve Cœur Lake.

What may be described as the only horse car line in or near St. Louis is the St. Louis County Railway, which connects with the Citizens' and Suburban Roads at Easton Avenue, and runs a short distance towards the suburb of Normandy. Various plans have been announced during the past few months for its reconstruction and extension.

The work of street railway building in the county appears to have only begun. A franchise has been granted by the county court for a road to

run from the city limits near Gravois Avenue out through the town of Fenton, and thence through St. Louis and Jefferson counties to the picturesque village of Morse's Mills, a total distance of twenty-seven miles. A franchise has also been granted for a north and south road running from South Webster to Baden. The route of this road practically parallels the city limits, from one-half to one mile beyond them.

The city roads have made a substantial gain in the number of passengers carried. The official returns for the year show that the number of passengers carried was 112,181,073, independent of about 10,000,000 rides on transfer tickets. This is an increase of more than 8 per cent as compared with the total for 1895. The figures for that year showed a slight increase over the year preceding. In order, however, to appreciate the extent of the street railroad traffic, and the remarkable progress made during the last few years, it is necessary to remember that the number of fares collected is more than twice as large as it was ten years ago. It is also interesting to note that while at the present time there is not one mile of a street railway in the city of St. Louis operated by animal traction, it is less than eleven years since the first cable road was opened, and but six years since electric power was introduced, almost as an experiment.

There has been comparatively little new construction work in the city limits during 1896, although a great deal of track nearly completed a year ago has been got into perfect order. About five miles of new work has been done on the Suburban-Manchester system, as well as four or five miles on different divisions of the Lindell, whose total mileage is about ten per cent in excess of the total reported last year. During the winter months two of the roads running into the Northwestern Wards have been extended. There has been a general improvement in the service. The Olive Street Cable has been given an entirely new equipment, and the old open grip-cars have been superseded by another type. The Southern Electric Company has put in an equipment of long eight-wheel cars and practically abolished the double-train or trailer system.

National trade reports for the year 1896 all record a setback. Some authorities estimate the loss in business at a high percentage; others figure out that the falling off was smaller.

These conditions being national in character, the point to be considered in a faithful review of the local situation is simply to what extent did circumstances, over which St. Louis had no control, hamper its development and injure its trade and commerce. Reliable houses have been consulted in all the leading lines of business, and other sources of authentic information have been taken advantage of. The result is clear. St. Louis trade suffered more or less in 1896. In some lines the loss was heavy; in others it was light. In others again the natural expansion, aided by exceptional enterprise, offset national difficulties, and there was no loss at all. In a few lines the actual cash receipts in 1896 were larger than in 1895.

Summing up the reports from various sources, and comparing them with those of a national character, it may be said with safety that St. Louis

trade and commerce weathered the storms of 1896 better than any other large city in the Union. As usual this city's trade was the last to realize that there was a panic at all, and the first to feel the rebound which followed the inertia of September and October. By December St. Louis business had once more become normal. During the first full week in December the clearings of the St. Louis banks showed an increase of one per cent over those for the corresponding week of 1895. Those of the entire country were six per cent below the 1895 figures, as compared with an actual, although small, increase in St. Louis. The month ended even better than it began, the total clearings being \$112,904,317, a gain over December, 1895, of $3\frac{1}{2}$ per cent. The month's total was the second best on record in the history of the city, and business men, as well as financiers, regard this as an indication that 1897 will not be called upon to pay any debts of doubt left by its predecessors. This fact is still more clearly shown by the magnificent showing of the banks and Clearing House for the first week of 1897. The clearings amounted to \$31,679,402, an increase of nearly 50 per cent over the total for the last week of the old year, and of 22 per cent over the total for its first week. A new weekly record was also established.

The total clearings for the year were \$1,158,602,359. During some of the campaign weeks, sensational reductions were reported, and it is a matter for surprise, as well as congratulation, that the actual decrease for the entire year was less than seven per cent. The six best years reported by the St. Louis Clearing House have been as follows:

1895.....	\$1,244,323,653
1892.....	1,231,571,963
1896.....	1,158,602,359
1891.....	1,139,599,575
1893.....	1,139,014,291
1894.....	1,127,702,906

It will be observed that the difference between 1892 — so frequently alluded to as St. Louis' banner year on account of its great real estate activity — and 1896, was but \$73,000,000, or less than six per cent.

During the last few days of the year a step was taken which will tend to materially increase the city's clearings. This was the signing of a contract between the Clearing House Association and the Government, whereby St. Louis Sub-Treasury became a member of the Clearing House. The annual transactions between the banks and the sub-treasury are about \$180,000,000, and the advantages of the change in the method of settling the indebtedness will be two-fold. It will of necessity increase the volume of the clearings, which have never been as high in St. Louis as the actual business done would seem to warrant; it will also expedite business and avoid the risk of carrying money to and from the banks and the Federal building. It is the latter reason which mainly led to the negotiations, but the former result will be of no small importance.

Reports from the leading hardware houses indicate little or no falling off in the volume of hardware business. The jobbing in this line is exceedingly large, the business aggregating from \$12,000,000 to \$13,000,000 annually. There has been no marked attempt made during the year to invade new territory, the conditions of business generally not having justified any heavy outlay in this direction. There has been enough natural increase in the shipping business to about offset the falling off in local trade, and to use the words of the Vice-President of one of the establishments, "the situation of the trade as stated in last year's Merchants' Exchange report has undergone no change worthy of mention." As the business for 1895 was by far the best on record in this line the statement coming from so reliable a source must be considered exceedingly encouraging. Shipments are made to all parts of the country, and those in an Eastern direction are increasing both in number and in value. As explained last year the totals given do not include such accessories to the hardware trade as stamped, granite and tinware, the business of which probably amounts to \$2,500,000.

Reports as to stoves and ranges differ. If an average be drawn it would appear as though there was little change to record in the actual volume of sales.

The sporting goods trade, which showed an enormous increase in 1895 over the preceding year, shows a falling off in some branches. There has, however, been an immense increase in the sale of bicycles, and, on the whole, it is stated that the total in the various lines handled by sporting goods houses is a little better than last reported. The bicycle dealers have formed a local Cycling Board of Trade, and the business has assumed proportions of great magnitude. One peculiar feature of it is the blending of the wholesale and retail features. The same houses which ship bicycles, sometimes even in carload lots, sell single wheels to individuals. Prices are much lower on an average than a year ago, though standard prices are still maintained in quite a number of makes or patterns. Notwithstanding this reduction in prices, the total receipts for the year were fully \$2,000,000 as compared with about \$1,500,000 in 1895, and about \$1,000,000 in 1894.

In addition to the exclusive sporting goods houses and bicycles depots a large number of wheels were sold in connection with other trades. Among the lines specially affected by this competition, that in saddlery and harness is prominent, and in some cases old established houses in this line have added bicycle departments. General reports in regard to the saddlery trade, in which St. Louis has for so many years led the United States, are very discouraging. There are exceptions, however, and one house reports no material falling off in business. The depression in this particular line is, of course, national in character.

St. Louis has, still by far, the largest woodenware house in the world. It also leads all cities in the United States in its business in this specialty, the quantity and value of the goods handled being largely in excess of the

local manufacture. No reports are forthcoming as to the relative business of last and preceding years, but it is stated that if no gain was made there was no serious falling off in any branch.

Reference will be made in another article to the immense business done by St. Louis in tobacco. St. Louis also manufactures a very large number of cigars. It is also becoming conspicuous as one of the largest inland cigar jobbing centers in the United States. One house alone transacted business in excess of a million dollars in 1896. During two months of the year there was an almost absolute dearth of orders. During the remainder of the year business was good, and especially during the month of December. There was a slight falling off in the total volume of business for the year, aggregating between five and six per cent. The total manufactured being 53,134,513 pounds as against 57,447,310 pounds the previous year.

The dry goods business during 1896 was satisfactory. In spite of adverse conditions there was no general falling off in the wholesale and jobbing trade. There was a marked shrinkage during the fall, but there was sufficient improvement during the spring and summer to offset this. During November and December there was a distinct improvement in conditions, and the prospects for the new year are excellent. The number of St. Louis dry goods jobbing houses has been reduced in the last two years by the retirement of two prominent firms, but the trade has been retained to the city, and the existing houses have made enough progress to prevent a falling off in totals.

An unusually large number of traveling men are now out on the road and substantial gains over the trade of last year are anticipated. The most substantial increase in business last year, and indeed during the last five years, was in Texas and the Southwest. In Texas particularly St. Louis has more than held its own against competition. The all-water route from New York was at one time regarded as a serious handicap to St. Louis jobbers, but this has been overcome, and increased business secured throughout the entire State. Corresponding gains have been made in the Southeastern States, and particularly in Georgia, with most flattering prospects. As an evidence of the expansion of this trade in all directions it may be mentioned that one house reports the best gains in Utah and South Dakota.

In retail dry goods it is reported that figures have been close, and that profits have in some instances been smaller. The large department stores do not announce the totals of their annual sales, the figures of which would make very interesting reading. The number of sales is generally reported to have been larger, although any comparison as to volume of business done would be a mere guess. One branch of the business which has improved has been in country orders. The area over which free, or inexpensive, deliveries are made has been enlarged, and what was referred to in last year's report as a "retail jobbing trade" has done a great deal during the last twelve months to justify the expression.

The hat and cap trade during the year was very satisfactory to those engaged in it. Although no increase is reported in the general trade there

was a gain in some particular lines, notably in the manufacture of stiff and silk hats. St. Louis continues to be the best soft felt hat market in the United States. These hats are principally made in the East and shipped to St. Louis for distribution. The tendency towards manufacturing supplies locally has grown during the year, and electric power has been applied to newly perfected machinery for this purpose. One new factory of substantial dimensions has been opened up and wholesalers in this line have continued to secure more pretentious quarters and greatly increased floor space. The area covered by the distribution continues to be exceedingly large, the Southern and Southwestern trade being perhaps the most profitable and expansive. Judging from orders received during the last month or six weeks the output for the current year should be largely in excess of the best figures yet attained.

Conservative estimates place the approximate aggregate sales of all the drug, chemical and pharmaceutical houses in the city last year at about \$20,000,000. A slight decrease, not exceeding 10 per cent, is reported in the drug business as compared with 1895, but the total is much larger than that of four or five years ago. St. Louis has still by far the largest drug house in the United States. In addition to the vast territory already covered by St. Louis drug houses, an excellent trade has been secured in Oregon, North and South Dakota and Minnesota, in which States the growth in business during the last two or three months has been conspicuous. It is also to be noted that in special lines connected with the drug business an increase of a most desirable character has been effected. The demand for St. Louis goods in the East has been better, and several local concerns have established profitable connections in the New England States. The prospects in these kindred lines are excellent for 1897. It is known that stocks have run low in many cases and that larger orders than usual will be result.

THE MANUFACTURES OF ST. LOUIS.

By JAMES COX, Secretary, Business Men's League.

When the census was taken in 1890 St. Louis was found to be the fifth largest city in the United States in the matter of population, and also fifth in order of the total value of the annual manufactured product. Since then the increase in the output of our local factories has been so rapid that St. Louis has undoubtedly entered into the fourth place. The absorption of Brooklyn by Greater New York, of course, removes the former from the field of individual competition. Six years ago Brooklyn was producing about \$40,000,000 annually more than St. Louis. There is little doubt that the increase in the St. Louis output amounts to fully eighty millions, and that at the present time our factories are producing at the rate of about \$25,000,000 per month, or \$300,000,000 per annum. In 1890 the value of the product in St. Louis was \$114,000,000. Then St. Louis was in the sixth place, being led by New York, Philadelphia, Chicago, Brooklyn and Boston, which last city St. Louis, has in point of manufacturing, since outdistanced. Going back still further, it will be noted that just prior to the war St. Louis was the ninth manufacturing city in the country, following three cities besides those already named. The gain has been constant and persistent during the last thirty or thirty-five years, and it has continued steadily during the present decade in spite of the panic of 1893, and the periods of financial uncertainty and want of confidence which have followed it.

It is not the province of this review to trace at any length the causes of the supremacy of St. Louis in manufactures. One or two of them may, however, be mentioned without going into minute detail. The low price of coal and the abundance of the supply from the Southern Illinois coal fields is an argument of great weight with manufacturers in search of new locations. The average price of coal suitable for power-producing purposes is variously stated at between \$1.10 and \$1.30 per ton. This is far cheaper than regular and reliable quotations in any other large city in the country. In some classes of manufacture, where the cost of the raw material is comparatively light, this difference in the expense incident to the creation of power amounts to a handsome profit on the entire business done.

Proximity to the base of supplies is another reason which cannot be ignored. St. Louis is situated in the center of the great Mississippi

Valley, aptly and accurately described as the most fertile valley in the world. Vegetable, mineral and indeed all products abound in it, and the supply of lumber of almost every description is especially good. It is frequently said that St. Louis has within a radius of five hundred miles a larger population than can be found in a similar radius of any other city. What would appear to be of more immediate importance is the acknowledged fact that within a day's railroad journey of St. Louis more diversified and abundant supplies needed for manufactures of almost every description can be secured, than within a similar distance, measured either by time or space, of any other city.

That this fact is recognized by the leading financiers of Europe as well as America, is evidenced by the following extract from a letter recently addressed by Baron Rothschild to the Prime Minister of England: "The third great region (of wealth production) is around St. Louis. The soil of all the surrounding States, the coal fields of Illinois and Missouri, the iron and other minerals of Missouri, Arkansas and Oklahoma, the great forest wealth, and the great waterways are the principal factors."

As a distributing point St. Louis also offers the most exceptional inducements to manufacturers. No greater mistake can be made than to attempt to build up a dividing line between the manufacturer, the jobber and the wholesaler. In St. Louis, at any rate, it has been found that almost invariably the greatest progress in manufacturing is made in those lines in which the most energy is displayed and the greatest success attained in jobbing and distribution.

No better illustration of this can be obtained than in our boot and shoe trade. During 1896, 853,252 cases of shoes were received in St. Louis from New England and other factories for distribution through its wholesale houses. From New England alone, St. Louis received about 584,000 cases as compared with only 310,000 cases in 1891, and a comparatively insignificant number in 1885. This enormous importation of manufactured goods from other cities, instead of hampering local manufacturing, acted as a stimulus to it. When the census of 1880 was taken scarcely a solitary shoe factory could be found in St. Louis and even including repair shops and individual shoe-makers, the value of the output was scarcely a million dollars. Last year the value of the output of the twenty-one shoe factories was about \$10,000,000. The same could be said of several other lines of manufacture in which there has been a marked increase, although similar goods, manufactured elsewhere, have been imported in much greater numbers.

The central location of St. Louis, its recognized position as the gateway of the West and Southwest, the general tide of immigration into these two sections, and the increased railroad facilities, have not in themselves made the St. Louis manufacturing interests the most important in the city; but they have enabled the enterprise and ability displayed by our manufacturers to reap a just reward.

There is no doubt that the position of St. Louis, as the largest city on the longest river in the world, has also materially helped our manufactur-

ing interests, although of recent years full advantage has not been taken of what might be, under more favorable conditions, one of the most valuable aids to progress in this line that Providence could provide or human ingenuity devise. The prospect of a six-foot channel all the year round between St. Louis and Cairo will lead to a general investigation of the advantages of river transportation in many lines of manufacture, and will, in all probability, lead to the revival of interest in those few branches of industry which have been allowed to fall away in St. Louis.

One mistake that is frequently made in discussing the manufacturing situation of St. Louis has reference to what was the city's banner year. The year 1892 was the most active year St. Louis has ever known in the way of building and real estate transactions. It was also an exceedingly prosperous one in manufactures, and probably the percentage of gain over the preceding year was greater than it has ever been before. This does not, however, involve the admission that the product of St. Louis factories in 1892 established a record which has not since been broken. There was immense activity in the manufacturing interests throughout the entire city during the first three or four months of 1893, and although there was a material falling off during the latter half of that year, the total product was but little less than that of the very prosperous period which preceded it. In many lines there was no falling off at all, and in 1894 there was a general evening-up. In 1895 there was a general increase in the output, and as it is probable that the year just ended was not on the whole so prosperous, from even a manufacturing standpoint, as 1895, the latter must be described as the best year St. Louis manufacturers individually and collectively have ever known.

The coal receipts in 1892 were 82,000,000 bushels, including soft and hard. In 1896 the number of bushels of coal received was 83,589,335 bushels.

It must also be remembered that during the last three or four years the use of electricity as a motive power in factories has greatly increased, so that, taking coal consumption as a basis of comparison, the year 1896 stands pre-eminently at the head of the list and occupies first place in the roll of honor.

These comparisons are made and figures stated in order to show that when a falling off is spoken of in regard to any particular line of manufacture in 1896, it is a falling off only as compared with the record year of St. Louis' manufacturing. In no line of industry, with the possible exception of those directly dependent upon the building trade, was there a falling off in 1896 as compared with any year except its immediate predecessor. This statement is based upon the reports received from reliable sources, and has been carefully verified.

The magnitude of our manufacturing interests at the present time, taken collectively, may be gathered from the fact that when the last census was taken there were six thousand factories in the city finding employment for about one-sixth of the entire population of St. Louis. The wages paid in 1890 averaged \$200,000 per day, and they are now largely in

excess of that sum. According to the reports of the State Labor Commissioner and other authorities, the number of employes which was reported to be 93,000 in 1890 as compared with 41,000 in 1880, has increased to 125,000 and possibly 130,000. If these figures are correct the number of persons employed in St. Louis factories has increased more rapidly than the entire population of the city.

In many lines of industry St. Louis absolutely leads. It produces more boots and shoes annually than any other city in the country. (The Boston output is much larger, but it includes a number of factories outside the corporate limits, whereas all the St. Louis factories are in the center of the city.) It has for several years led all cities in the United States and in the world in the manufacture of tobacco. It also leads in the manufacture of street cars, stoves and ranges, in many clay burning products, in woodenware, saddlery and harness, carriages, stamped ware, chemicals, blank books, white lead, bags and bagging, and in the higher grades of men's clothing.

Within its corporate limits are to be found several of the largest manufacturing establishments in the world. These include the two largest tobacco factories, the largest brewery, the largest cracker factory, the largest stamped ware plant, the largest terra cotta factory, the largest jeans factory, the largest factories producing press brick, fire brick and sewer pipe, the largest shot tower, the largest iron jail factory. The largest electric arc light plant and the largest incandescent station in this country are both in St. Louis, and there are many other establishments which rank among the very largest in their respective lines.

STREET CAR BUILDING.

The city has held its own during the year in the manufacture of street cars, the output continuing to be larger than that of any other city. A conspicuous feature of this industry has been the good local demand. St. Louis made cars are very popular in several large cities in the East, and the export trade has always been good. During 1896 the increase in the equipment of local roads has been very large, a fact which is appreciated by residents in several sections of the city. Fewer cars have been shipped in from other points, local houses having manufactured more than the usual average. The standard of excellence has been a matter of general comment, notably during the holding of the street railway convention in St. Louis during October. Very large orders have also been filled for Boston and other Eastern cities. The great bulk of the business is now in electric cars, the capacity of the factories being such as to make it easy to build and deliver as many as 3,000 annually. Economic conditions have checked somewhat the great activity which prevailed in this industry during the spring and early summer, but the year closed with exceptionally good profits.

The supremacy of St. Louis in street car manufacturing is not new. The excellent hardwood lumber market has always kept the city to the

front in this regard. When small horse-cars were in demand this city made them in large numbers, and its factories introduced many improvements of great value. The quality and size of the cars has increased year by year, with this city still taking the lead, until at the present time the value of the annual product runs into several millions, with every prospect of the total soon reaching \$10,000,000.

The actual number of cars built in this city during the year was between 2,200 and 2,300, or an almost exact repetition of the figures of 1894. The falling off as compared with 1895 was about 300 in point of the number of cars. It is stated on good authority that this loss represented a smaller percentage than that of the entire output of the United States. It can be easily accounted for by the natural tendency on the part of the street railroad companies throughout the country to curtail expenses and hold back orders during the election campaign. The traffic on the St. Louis roads increased about nine per cent, or more than 10,000,000 passengers, but this increase was not maintained throughout the country.

What is said to be the first dining car ever run on a street railway was built in St. Louis during the year, as well as eight or ten parlor cars, some costing as much as \$5,000 each.

Nearly all the steam railroads in the United States have adopted a policy of economy, and as a result the orders for cars and supplies have been below the average. This is an industry which is dependent almost entirely on the general trade conditions of the country. St. Louis has some seven establishments of the first class engaged in this line of business, and it is stated by railroad men that the largest single order for cars ever given out was executed in this city about three years ago.

ELECTRICAL SUPPLIES.

Among the lines of industry which show a distinct gain, as compared with preceding years, those directly connected with electricity and electrical supplies are conspicuous. This is a comparatively new business in St. Louis, and local conditions have naturally aided its development. A careful summary of the trade done during 1896 shows an increase over 1895 of more than twenty per cent. This growth is surprising, but a comparison with the figures of five or six years ago is even more striking. Thus in 1890 the value of electrical supplies sold by St. Louis houses was about \$300,000. Last year it exceeded \$600,000, or three times as much. The percentage of increase in business of the different houses varies considerably, but all agree as to the prospects of trade during the year just commenced. Local business is good, but the best outlook is in the South-western States, which are drawing heavily on St. Louis for electrical supplies. The export business is also growing, and now amounts to about \$10,000 a year. The capital invested in this line of business totals about \$150,000, an increase of \$20,000 over 1895.

These figures do not include the business in incandescent lamps which are manufactured in St. Louis on a large scale and shipped to all parts of the country.

The most important event in connection with the electrical business during the year was the organization during December of the Kinlock Telephone Company, the St. Louis Electric Construction Company, and the Citizens' Electric Lighting and Power Company. The capitalization of these three companies is \$2,853,000. The companies were formed for the purpose of constructing and operating a telephone plant and the furnishing of a telephone system throughout the business and residence section; for the manufacture of articles used by electric companies, including plants and equipment; and for the furnishing of electric light and power. It is announced that the capital for these organizations has been subscribed, and preliminary steps have been taken which will result in the expenditure of large sums of wages locally, and also add immensely to the importance and extent of the different electric industries of the city of St. Louis.

Cotton manufacturing has been revived in St. Louis since the last year. Last winter the Home Cotton Mill on Second and Barton Streets was reopened after having been shut down for some years. The capacity of the plant was doubled, an entire new story being added to the building and costly machinery being introduced. The business of this factory has been confined chiefly during the year to making material subsequently used locally in the manufacture of bags and bagging. This latter is one of the important industries of St. Louis, finding employment for upwards of seven hundred persons with a product largely in excess of a million dollars. There is also in operation in St. Louis a cotton batting factory. Signatures have been obtained locally for stock amounting to \$300,000 towards the erection of a large cotton mill in St. Louis, subject to the introduction of capital to the extent of \$300,000 by a practical Eastern cotton man. Negotiations are stated to be in an advanced stage, and the addition of cotton manufacturing on a large scale to the city's list of successful industrial enterprises, is looked upon as very favorable. It is singular that the advantages of St. Louis for this class of manufacturing should have been overlooked so long. The low price of coal, the proximity of the cotton fields, the abundance of labor of a desirable character, and the city's excellent distribution facilities, all make it a desirable point for this class of work. The principal objection raised has had relation to the relative humidity which, it is stated, is insufficient. Modern ingenuity has overcome this objection, if it every really existed, by the invention of a device whereby the humidity of the different rooms in a cotton mill can be regulated to a fraction.

In all lines of manufacture dependent upon the building trade a falling off in business is reported. There were large stocks on hand at the beginning of the year, and owing to uncertainty as to the amount of capital forthcoming for building purposes there was quite a reduction in the general output. The planing mills and brick-yards report briefly that they have not had very good years, but that with largely diminished stocks and a better class of inquiry, they look for at least a fair business in 1897. Prices have been on the down grade in these lines for some years. In

some classes of brick the reduction has been very marked. The supply of clay for brick-yards and similar institutions around St. Louis is regarded by experts unequalled in the United States, and with a general return of prosperity the local brick-yards, some of the largest in the country, will be found equal to any emergency.

In sewer brick, tiles, and similar clay products, business has been better than in brick. There has been a marked increase in the local demand for sewer pipe, in addition to which arrangements have been made for very much heavier shipments into Mexico than have ever been the case before.

There is one branch of industry in St. Louis in which over \$1,000,000 is invested, and which is of far greater importance than generally understood. This is the manufacture of coffins and caskets. St. Louis claims to have the largest factory in the world in this line. There are three other factories in the city, and shipments are made to all points west of the Alleghanies, to Cuba, Mexico, Central and South America, and to the British possessions in the north and west. The export business to Europe is growing, and St. Louis will be well represented at the Brussels exposition. Reports from leading houses indicate that the output in 1896 was equal to that of any preceding year.

In the clothing business there was an increase in the volume of the output for the year, but a falling off in receipts owing to the lower range of prices and the increased demand for lower-priced goods. Judging from the amount of cloth used in the local factories last year, the value of the output should have been at least \$12,000,000. Estimates as to the actual amount received for it vary from \$10,500,000 to \$11,000,000. In jeans and other garments for artizans and mechanics, business was very good. In these lines St. Louis leads all cities in the country. The number of factories, excluding merchant tailors and small establishments, is 38. Nearly 9,000 persons are given employment, and the range of remuneration is said to be higher than in most other cities. No "shoddy" is made up in St. Louis. A considerable quantity of cloth is imported direct from Europe, and the best woolens of the country are also used freely.

In the manufacture of hats considerable progress has been made during the year, and further extensions in this line are contemplated.

St. Louis continues to be the greatest tobacco manufacturing city in the country. The capital invested in one factory alone exceeds \$5,000,000. This is the largest tobacco factory in the world, and the second largest is also located in St. Louis. Active progress has been made during the year on a still larger factory in this line of business. This is located on the Dundee Place tract on the 'Frisco and Missouri Pacific Railroads beyond Grand Avenue. Work on this structure was somewhat delayed by the tornado, but is now progressing rapidly. The output of the local tobacco factories is estimated at about 53,000,000 pounds for the calendar year. The value of the product is in excess of \$30,000,000. It is stated that when the new factory is completed and in operation, a very large additional in-

crease in the output will be effected. As already mentioned, a large number of cigars are manufactured in St. Louis, and the cigarette manufacturing industry inaugurated last year has made rapid strides in 1896.

Although not the greatest beer brewing city in the United States, the breweries of St. Louis produce annually an immense quantity of the amber fluid, the output being approximately 60,000,000 gallons. The largest brewery in the United States is located in St. Louis. During the year St. Louis brewers have opened up new agencies in several parts of the country, and also in Africa, South America and Canada. The perfection of the refrigerator car system of transportation makes it possible to ship St. Louis beer into any country and any climate.

One new brewery has been opened during the year, and the total capital now invested in the business is between \$17,000,000 and \$18,000,000. The number of hands employed exceeds 4,000, and the wages are in excess of \$3,000,000 annually.

Increased capitalization is reported in the preparation of patent medicines and proprietary articles. So far as pure chemicals are concerned there was no falling off in the aggregate output which is estimated at about \$4,000,000. St. Louis continues to occupy first position in the manufacturing of chemicals in the strict sense of the term. The trade is a somewhat peculiar one in the matter of distribution, and it is stated on the best authority that there is no State in the Union whose leading cities are not visited regularly by representatives of St. Louis chemical manufactories. Only the very largest centers are supplied, the general trade being supplied almost entirely through jobbers. The best outlook for new business is in the South and the Northwest, from which points orders in excess of past averages have been received lately.

The manufacture of blank books is a steadily growing industry in St. Louis. The largest factory of this kind in the United States is located in St. Louis, and goods are shipped to almost every State in the Union, including several east of the Ohio River. Business during the year was up to expectation, and the returns for December show the most gratifying increase on those for the corresponding month last year. During the fall months there was a general holding back of orders, and this coupled with the increase during the last few weeks justifies what might at first blush appear almost extravagant hopes for 1897. Export business in this line is growing and several good shipments have been made to Mexico and South American points.

In other lines of manufacture a slight falling off in business is generally reported. In the candy business the output amounted to about \$2,800,000. The demand for shot was good and business was practically unchanged. In carriages and wagons considerable dullness during the greater part of the year was reported. In agricultural machinery a better business was done than appeared possible at one time, when the prospects were very discouraging. The shipments in this line are very heavy and one firm reports no falling off at all in its business.

The local output of glass is large, but the greatest factory is outside the city limits. Prices have been low, but the demand for material good. The business in plumbers' materials and similar lines amounted to about \$3,500,000. This is less than in 1895, but six or seven times greater than the total of fifteen years ago. Vinegar manufacturing has been quiet with the output in the neighborhood of \$500,000,

REAL ESTATE.

By M. R. COLLINS, JR., Secretary Real Estate Exchange.

There were 8,791 real estate conveyances recorded during 1896, the total considerations in these transfers amounting to \$33,176,750. This includes transfers where the consideration was only nominal. Considering the general business depression which existed throughout the country during the year, St. Louis has made a remarkable good showing in her real estate line, as she has in every other line. During the long period of business depression through which the country has just passed, St. Louis real estate values have remained firm, while in many cities the size of this real estate values have gone to pieces, wrecking fortunes and decreasing the taxable wealth to an enormous extent. St. Louis emerges from the period of business depression with new laurels and brighter prospects than ever. Her record during the panic has caused the knowledge of her financial solidity to become world wide, and as a result, capital throughout the world is now looking upon our city as a desirable place for safe and profitable investment.

While real estate sales have been fewer during the past year, there has been no slump in real estate values. On the contrary, values in the business districts have continued to advance steadily, while in the residence sections they have remained steady with an upward tendency. There have been capitalists ready to take advantage of any depreciation in values caused by the business depression, but they waited in vain, and the heavy sales which marked the close of the year shows clearly that they anticipated a material rise in values during the coming year of which they desired to reap the benefits.

MONEY.

The direct result of the reputation for financial solidity which our city has earned during the past decade, is a building up and strengthening of that financial solidity. Corporation after corporation has established agencies in St. Louis for the loaning of money on St. Louis real estate security and there are many millions of dollars now seeking investment in good real estate paper.

The close of the year finds an abundance of five and six per cent money on the market with a tendency to lower rates on large amounts before Spring.

POPULATION AND BUILDING.

Population, building improvement and real estate values are so closely allied in the mind of the real estate man that they cannot well be separated in the consideration of the real estate business as a whole. The influence of one upon the other has been strikingly illustrated in the past few years. Immediately following the panic of 1893 the reduction in the price of building material and labor caused builders and speculators to continue their building operations with unabated energy. In the year 1892, the largest in the building annals of the city, the building was about up with the population. The two years that followed saw the city over built. As a result the number of vacant houses and flats increased materially and rents were cut. Fortunately for the owners of renting property there was no cessation in the growth of the city's population, and this coupled with the fact that building operations during the past two years have not been heavy, has caused a marked decrease in the number of places for rent, and will in the spring leave room for an advance.

The following table will give some idea of the rate at which the city's population is growing:

Year.	Population.
1880	350,513
1886	423,024
1890	451,780
1893	574,509
1896	611,268

The basis upon which the above figures are given is the Directory report, and is on a basis of three to a family, whereas in other large cities it is generally based on five to a family. On a similar basis the population of St. Louis would exceed 700,000.

The report of the Commissioner of Public Buildings for the year just closed gives the following data:

MONTHS.	NEW BRICK BUILDINGS.		NEW FRAME BUILDINGS.		Additions and Alterat'ns	TOTAL COST.
	No.	Cost.	No.	Cost.		
January	218	\$ 980,054	58	\$ 20,670	\$ 23,214	\$ 978,988
February	227	1,112,989	62	88,784	82,692	1,179,415
March	252	1,246,839	53	27,050	22,840	1,296,719
April	248	752,812	89	57,201	81,550	851,638
May	171	544,659	50	29,969	19,909	593,537
June	111	902,530	48	25,989	76,458	1,004,877
July	169	978,258	62	53,160	88,459	1,045,572
August	194	709,236	60	26,121	53,775	789,132
September	174	452,845	69	53,000	29,565	515,412
October	180	441,722	56	20,813	68,890	530,525
November	176	572,245	44	14,445	14,543	601,234
December	199	618,724	40	18,490	15,650	652,364
Totals	2848	\$9,267,859	696	\$326,684	\$420,965	\$10,084,908

The report of the Commissioner gives a good idea of the amount of business that passed through his office during the year, but it fails to give information of the greatest importance to the real estate operator, namely, the class of building improvements. This matter has been handled in a thoroughly practical manner by the Real Estate Exchange. Frame buildings have become so small a part of the city's improvements that they have not been taken into consideration in the following table:

1896.	DWELLINGS.					Flats.	Tene- ments.	Stores.
	\$1,500 and under.	\$1,500 to \$2,500.	\$2,500 to \$3,500.	\$3,500 to \$5,000.	\$5,000 and over.			
January	22	32	28	23	5	90	3	35
February	35	29	26	18	13	94	2	40
March	31	34	21	58	22	48	3	23
April	36	30	22	31	26	90	.....	37
May	25	15	14	14	11	26	1	44
June	18	7	2	4	8	22	3	36
July	24	10	19	20	7	50	4	16
August	23	21	20	23	16	58	3	18
September	42	26	22	13	10	22	4	52
October	29	22	19	15	13	59	1	11
November	29	16	25	15	26	68	2	16
December	33	21	42	22	17	124	5	31
Totals	357	233	260	256	174	741	31	334

Total Buildings.1330

From this table it will be seen that there were 1,330 brick dwellings erected during the year, 741 flats, 31 tenements and 334 stores.

In addition to these there were 17 business buildings, 3 office buildings, 14 factories, 11 warehouses, 5 schools, 11 churches, 2 hospitals and 2 apartment houses.

The character of the St. Louis home is steadily improving as is shown by the following table of average costs:

Year.	Average Cost of Each Building.
1877	\$1,520
1880	2,050
1885	2,750
1890	3,420
1895	3,920
1896	3,320

ASSESSED VALUES.

The assessed valuation of St. Louis property, a last feature of this report which clinches all that has been stated above, and gives the reader a fair understanding of just what the growth of the city has been, is as follows:

Property in St. Louis is usually assessed on a two-thirds valuation. The following table is official:

Year.	Assessed Value.
1877	\$181,345,000
1880	160,493,000
1885	207,910,000
1890	248,827,000
1895	325,533,000
1896	341,026,000

The city of St. Louis now stands the fifth in population of this country, and when Brooklyn and New York become one, we shall then rank as fourth in the United States with a bonded indebtedness of less than \$22,000,000, and with some of the finest paved streets in the world, and it is acknowledged that we have the best public schools in America.

BUILDING INTERESTS FOR THE YEAR 1896.

By RICHARD WALSH, Secretary Builders' Exchange.

The building business in the city of St. Louis for the past year has been very fair considering the depression in the general business of the country, and is far ahead of the building done in other cities. Several fine office buildings have been erected and finished in the business portion of the city, and ornaments of fine architectural designs, having all modern improvements, and fire proof in their entirety. The residence portion of our city has been added to and beautified by the erection of magnificent palatial residences, which compare very favorably with similar residences in any city in the United States.

The building business for the ensuing year, 1897, promises to exceed that of the year 1896, many of our leading architects being now closely engaged in making plans for prospective buildings, both public and private. Summing up the whole situation in the building line, the city of St. Louis is far ahead as to the business done in 1896, and the prospects for the year 1897.

BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE
CITY OF ST. LOUIS DURING THE YEAR 1896.

Prepared by J. HARRY RANDALL, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

MONTHS.	New brick buildings.		New frame buildings.		Value of additions and alterations to brick and frame bldgs	Total.
	No.	Value.	No.	Value.		
January.....	213	\$ 980,054	53	\$ 20,670	\$ 23,214	\$ 973,986
February.....	227	1,112,989	62	83,784	32,602	1,179,415
March.....	282	1,246,339	58	27,060	22,380	1,296,719
April.....	248	732,812	59	37,201	31,580	841,593
May.....	171	544,659	50	29,969	19,309	593,937
June.....	111	902,530	43	25,969	76,453	1,004,872
July.....	168	973,253	62	39,100	33,459	1,045,812
August.....	194	709,236	60	26,121	53,775	799,132
September.....	174	453,845	69	33,002	29,565	515,412
October.....	180	441,722	56	20,813	68,390	530,925
November.....	176	572,246	44	14,445	14,542	601,234
December.....	199	618,724	40	18,490	15,650	652,864
Totals.....	2,343	\$ 9,287,359	686	\$ 326,684	\$ 420,965	\$ 10,034,908

BUILDING PERMITS ISSUED FOR TWENTY YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1896.....	2,848	696	3,029	\$10,064,908
1895.....	2,862	780	3,642	14,361,069
1894.....	2,977	876	3,853	11,844,700
1893.....	2,748	1,069	3,817	13,857,667
1892.....	3,496	1,286	4,782	16,976,978
1891.....	2,976	1,459	4,435	12,259,960
1890.....	2,685	1,339	3,994	13,632,700
1889.....	2,432	1,091	2,544	9,785,700
1888.....	2,145	841	2,986	8,029,504
1887.....	1,843	648	2,490	8,162,314
1886.....	1,733	491	2,224	7,030,319
1885.....	2,180	510	2,670	7,376,519
1884.....	1,989	630	2,609	7,316,686
1883.....	1,881	590	2,401	7,123,878
1882.....	1,646	715	2,361	5,010,554
1881.....	.....	.....	1,965	4,445,532
1880.....	1,507	347	1,854	2,780,950
1879.....	1,430	534	1,964	3,331,690
1878.....	1,318	369	1,687	2,578,773

FURNITURE.

By GEO. T. PARKER, Secretary St. Louis Furniture Board of Trade.

The volume of business in the furniture line for 1896 has been quite as large as that of 1895, which, including manufacturers, jobbers and retailers, amounted to about \$15,000,000.

It was expected that the presidential year would have effected business more seriously than it did, other cities seeming to feel its effects to a greater extent than St. Louis.

The advance attained in prices in 1895 was not maintained in many lines. After the election a general stiffening and advance in prices took place in materials in anticipation of the expected revival in business, bringing prices to what they were a year ago.

Our fifty factories, employing about 4,000 men, have been kept reasonably busy during the entire year, the spring months experiencing quite a lively business, followed by a period of slight depression until November, when the factories nearly all reported "busy." It is estimated that the purchases from our home factories by the St. Louis retailers has considerably increased. The estimated output of our factories is \$5,000,000, which considering the continued reduction in prices is thought to be fully up to former years. Millions of dollars worth of goods are brought here from other markets which can and should be produced here, and millions more are shipped through and beyond here to many of the great Western cities from points east of us, which should be supplied by this market.

The export trade in the line of furniture has never prospered as in the year 1896. Mexico has been a large buyer, and the smaller Central American Republics have been purchasers—even Hayti, Chili, Brazil and Venezuela merchants have opened accounts. The favorable proposition of several of the South American countries to allow furniture from the United States to enter free of duty will give furniture business an impetus. The Board of Trade of Caracas sent a representative to St. Louis to inform our manufacturers of the offers made and to urge a closer alliance, both commercial and friendly.

The opening of sample rooms of St. Louis products in Buenos Ayres, Caracas and other South American capitals will probably be established ere long.

Goods have also been shipped to Hawaii and Africa. England, Scotland and Holland have each opened correspondence with purchases in view.

The lines of regular steamers to Central and South America from Gulf ports with extremely low rates from St. Louis have become a fact within the year.

The Mexican Railways have added much mileage to their systems, all of which opens to St. Louis profitable commercial fields, which will doubtless be taken advantage of.

The car seat furniture factory has shipped to many foreign countries, besides having done a large business in this country.

Furniture prices range a little higher than last year in consequence of the advance in materials, with a prospect for higher prices the coming year.

The St. Louis Furniture Board of Trade continues to be of great value in its efforts for the promotion and fostering of the furniture trade and kindred lines, and by reason of it, harmony and co-operation are secured, which brings to St. Louis increased trade and adds directly to the business of its members.

Other cities have complained loud and bitterly, while St. Louis has enjoyed probably a more continuous and more satisfactory trade than most any other furniture market. The car load freight rates to the Southwest, which have insured to our benefit, have been maintained, and the removal of evils in classification have permitted a business which at one time was unobtainable.

The recognition of St. Louis as a great furniture market by other furniture manufacturing centers has induced them to open sample rooms here for the sale of their products.

While there are no new factories to record, the large number here have become more firmly established and more widely known, the plants have been improved, and of the kind of goods made the country does not offer a better market, which has the advantages of the largest hardwood lumber market of the world, cheap coal and unsurpassed transportation facilities.

Stocks carried by country merchants are and have been light during the year. Few speculative stocks have been ordered, most orders being for immediate use to supply commissions.

Failures have occurred to about the usual percentage, but the losses seem not to have fallen heavily upon St. Louis houses.

Collections have been fair to good, especially after election. Few new houses have embarked in the business upon St. Louis territory, but all look forward to good trade for the future and are making preparations for it.

AGRICULTURAL IMPLEMENTS AND VEHICLES.

By J. E. BUCK, Secretary Implement and Vehicle Board of Trade of St. Louis.

In common with many other lines, the demand for agricultural implements and vehicles during 1896 fell off considerably compared with other years, sales having been retarded by reason of the low price of agricultural products and the unsettled and unsatisfactory trade conditions which prevailed throughout the year. The business rests solely and directly upon agriculture, and hence is active or inactive, accordingly as agriculture flourishes or wanes. Prices for the staple products of the farm—

wheat, cotton and corn—remained abnormally low up to about the middle of October, when there was an upward turn in the price of wheat, too late to be of much benefit to farmers—they having sold the bulk of their crop at 46 cents per bushel—and consequently too late to be of material aid to dealers, jobbers and manufacturers of agricultural machinery or vehicles. The price of corn continued extremely low, and owing to the shortage in cotton, the value of that staple was fairly remunerative. What is true of these products is true in a general way of everything that is grown on the farm.

It is not surprising in view of the foregoing that sales of agricultural implements and vehicles for 1896 do not exceed \$7,500,000, which is 25 per cent less than the amount sold in 1895, the sales of which year were less than 1892—the memorable year—during which trade reached the zenith of its activity. Since then the production of this line of goods has increased enormously and the demand has decreased correspondingly. About all the land available for cultivation in the territory tributary to St. Louis has been brought under the plow, so that the increase in requirements resulting from the opening up of new markets has practically reached its limit. Manufacturers now must wait until a machine or buggy is worn out before they can sell another one to take its place. Heretofore the home demand was so great that the capacity of factories was taxed to the utmost to turn out enough goods, but a change has come over the scene. St. Louis manufacturers are thoroughly acquainted with the situation, as is evidenced by their efforts to build up closer trade relations with Mexico, Central and South America and other foreign countries. This city is most fortunately located to insure rapid and substantial growth in the implement and vehicle industries, enjoying as does so many natural advantages that are to be found nowhere else.

BOOTS AND SHOES.

By Mr. J. B. DESNOYERS, President Boot and Shoe Manufacturers' and Jobbers' Association.

In reviewing the shoe trade for the year 1896, we find that the year started with high prices on leather and shoes, but shortly after the first of the year, leather was cheaper and consequently shoes got to be cheaper, so that really the first half of the year has been a time of shrinkage in values in regard to the boot and shoe trade. Notwithstanding *that*, the trade trade up to the 1st of June has shown a marked increase over the previous year, but during the months of July, August and September, trade was much smaller than the previous year, but reaction set in about November 10th and from that time up to this, values of all kinds have increased and the volume of trade has also increased largely, but owing to

the three months' depression, our average has been lowered so, that the actual figures for the year 1896 is a little less than for the year 1895. The total number of cases of shoes received from all points out of the city was 853,252. Cases usually run from 12 to 72 pairs per case, and at an average value of \$25 per case, making a grand total of \$21,331,300.

These figures are only \$566,975 less than the year 1895, which was the banner year of the shoe business of this city.

In the number of pairs actually manufactured in St. Louis, the dull times was overcome by the increased capacity of each factory, so that in the season when the factories were running full, products were much larger than ever before.

The capacity of the St. Louis factories is 80,000 pair of shoes per day, but owing to the three months depression, it is estimated that the total for 1896 would be 6,000,000 pairs, at an average value of \$1.75 per pair, giving a total of about \$10,500,000 worth of boots and shoes manufactured, which added to the amount received from abroad would make the shoe trade of St. Louis in the past year in the neighborhood of \$31,000,000.

The present outlook never was better, and it is predicted that the year 1897 will far eclipse all previous records.

From the Shoe and Leather Gazette.

THE SHOE TRADE.

During 1896 there has been no boom such as marked almost the whole of 1895, and contributed so liberally, to the splendid showing of that twelve-month. On the contrary, January, 1896, inaugurated an era of depressed leather and shoe values from which we are just recovering. The bursting of the leather inflation bubble, which had lifted shoe prices so high in 1895, was followed by severe depression, which forced downward the prices of shoes until they touched the old level of 1894, and the year witnessed trade conducted on the 1894 plane of values until November, when moderate advances were made necessary by the stiff leather market.

Notwithstanding the many disadvantages and depressing influences under which they have labored, the shoe men have succeeded beyond expectation in making a record that will compare favorably with that of former years. During 1896, up to December 26th, there were received in St. Louis, from all outside points, 853,252 cases of shoes, according to the daily reports rendered to the Merchants' Exchange by all the transportation companies entering St. Louis. Cases range in size from those containing a dozen to the 72-pair size, though the latter is uncommonly large. Estimates are ordinarily based on an average valuation of \$25 per case, which is a fair valuation. At this figure the 853,252 cases received in St. Louis in 1896 amounted in cash value to \$21,331,300 worth of shoes.

The figure is not far below that of 1895, the receipts last year amounting to \$21,898,275, being \$566,875 greater than 1896. The best previous year was 1892, when the receipts were valued at \$20,700,250, this being the banner year, so far as profit is concerned, in the history of the St. Louis shoe trade. Comparative receipts since 1890 are given herewith:

Year.	Receipts.	Cases.
1890	_____	887,505
1891	_____	578,250
1892	_____	828,010
1893	_____	749,218
1894	_____	788,793
1895	_____	875,981
1896	_____	868,252

Among the shoe manufacturers of St. Louis the year 1896 has been less satisfactory than the preceding year. During part of the twelve months, indeed, the factories were practically idle. The increased capacities, however, made up for much of this depression when the demand was brisk, and a careful estimate places the entire year's production at fully 18,000 pairs per day average for 48 weeks to the year, making a total of 5,184,000 pairs of shoes turned out of factories located within the city limits of St. Louis during 1896. During 1895 the output amounted to 5,780,000 pairs. In 1894, 5,250,000 pairs were turned out.

Owing to the fact that St. Louis makes few shoes of the character most heavily affected by fluctuations in the grain leather market, the lower prices have not affected the factory product as they have the heavy lines, and a depreciation of five cents per pair covers this and more. Estimating the factory output, then, at \$1.75 per pair, being five cents less than the basis a year ago, the value of the 5,184,000 pairs of shoes made in this city is found to be \$9,072,000. In 1895 the manufactured product was estimated at \$10,868,000; in 1894, \$8,662,500; in 1893, \$8,550,000, and in 1892, \$9,375,000. The year 1896, therefore, occupies third place in manufacturing. Under the adverse circumstances this is a better showing than could have been expected.

ST. LOUIS AS A SHOE MARKET.

During the year just closed the shoe trade of St. Louis, both in jobbing and manufacturing, will aggregate the good, healthy total of \$30,403,300. The year 1895 exceeded this sum, the year's business amounting to \$32,266,275. No previous year reached this figure by a considerable margin.

SPANISH-AMERICAN TRADE OF ST. LOUIS.

By GEO. T. PARKER.

It is doubtful if any line of business for 1896 shows the growth and steady increase as that of the export business of St. Louis to Mexico, Central and South America.

The exports from the United States to these countries of manufactured goods alone increased 25 per cent, as shown by the United States Treasury statistics:

MANUFACTURED GOODS.

Total volume for year ending June 30, 1896.. ..	\$228,489,893
Total volume for year ending June 30, 1895.....	183,596,743
Increase.....	\$ 44,894,150

This has its reflex in the St. Louis shipments, which are mostly of her own manufacture.

It is almost impossible to secure St. Louis export statistics. Although this is a port of entry, purchasers usually order shipments to be cleared at the border towns or Gulf ports, and the small railroad towns of El Paso, Eagle Pass and Laredo receive credit for shipments at the State departments of both Mexico and Washington, and not the city where the shipment originates. The case is the same for Central and South America, Cuba and the West Indies, the Consular invoices being prepared and reported from the embarkation point, and thus many large St. Louis shipments are credited to Eastern cities.

It is a matter of no small note that 250 of the larger houses of the city are taking a most active interest in the export trade; this is an increase over a year ago of over two-thirds, and the reports from all these houses are that their business with the Latin-American countries has been exceptionally good, with very bright prospects for the coming year.

The increase in business has called for and secured a great betterment in transportation facilities, especially favorable to St. Louis; connecting her closely with many of the Republics south of us via the Gulf, where heretofore it was impossible to reach these countries except via New York.

The war in Cuba has hindered much the establishment and maintenance of these steamer lines, as well as cut off the immense exports which formerly went to this island. With peace restored the sale of machinery and destroyed materials will be very great, and will mostly come from this country.

A feature of the year has been the adjustment of freight rates to Mexico from the centers of the United States, resulting in St. Louis having the lowest rate she has ever enjoyed. With this important matter adjusted St. Louis is not only the nearest great market where large stocks of goods are carried, but she can also deliver the goods cheaper as well as the most quickly.

Through the efforts of the St. Louis Spanish Club and Export Association, St. Louis has secured local Consuls for three more of the Latin American Republics, viz.: Guatemala, Honduras and Venezuela, in addition to those of Mexico, Brazil, Costa Rica and Argentine. These appointments show the desire on the part of these neighbors of ours for closer business relations.

Formerly the mails had few letters for St. Louis merchants bearing foreign stamps and postmarks. They are now so numerous that they cease to be a matter of remark. The translations registered from Spanish into English have within the year increased about 300 per cent.

Many important visits by representatives and merchants from foreign countries have been made to this city during the year, and numerous have been the initial efforts, by personal solicitation, of St. Louis merchants in this new territory which they had heretofore deemed out of reach.

The desire for closer business relations with the United States was demonstrated when Brazil, Uruguay and Paraguay, early in the year, invited representative manufacturers of the United States to visit their countries as their guests, the first act of such a character upon the part of a nation. The object was to acquaint our manufacturers with the wants of their people. These Republics and Venezuela have now declared a large class of United States manufactured articles to be free of duty until after sale shall have been made, thus enabling our manufacturers to ship and carry goods there without the great additional cash advances for duties.

The accessibility of Mexico, by reason of great activity in railroad building, has increased in a remarkable degree, most of the large towns can now be reached by rail or water.

Yucatan is one of the newly successfully invaded territories, and Hayti, the black republic, has been quite a liberal buyer here. The exchange of friendly courtesies and investigation of the wants of each other continue, and the merchants and manufacturers are brought to better understandings.

The Associated Press telegraphic reports were extended into Mexico in 1896, thus affording all Mexican newspaper readers daily information of United States events, and we likewise have in exchange the record of the doings of all Mexico, thus familiarizing each other with all important occurrences.

The investments by St. Louisians in Mexico, Honduras and Guatemala continue, until there is probably no American city so largely interested, especially in Mexico.

At the Union Station, the *entre-pot* for all foreigners, has been established a Spanish interpreter, who is present at all incoming trains to extend an invitation to all who may wish to avail themselves of the facilities of our local organization where may be found late files of papers from all leading Spanish-American cities, and special information in regard to our own city and her business houses.

It is worthy of note that the export business interests all lines of trade, as is demonstrated by most of the local commercial organizations establishing an export trade committee, whose reports have been of great interest.

A handsome book in Spanish, illustrating St. Louis and setting forth her advantages as a city in which to make purchases, has been issued by the Spanish Club and Export Association, and is expected to be of great value to our business interests.

It is thought that by the early efforts of those who have fostered the Spanish-American export business of St. Louis, a permanent foundation has been laid for St. Louis as one of the greatest of American export cities.

GROCERIES.

The past year has been one of varying influences and conditions that completely disorganized any systematic plans for an aggressive business policy. The general lack of confidence was largely due to political disturbance. The question of our future financial policy was in the balance; the income of our Government less than its expenditures, and the effect upon our values, while felt probably less in St. Louis than many other markets, largely on account of the stability of our financial institutions, curtailed the amount of business, or at least the percentage of profit.

Eighteen hundred and ninety-six will probably go down in the annals as the year of low values. Coffees, teas, sugars, canned goods, and all farinaceous goods shared in the general depression, and the outlook for the new year has at least the redeeming feature that we have reached a point below cost of production in many instances, and the future has in store nothing but betterments.

COFFEES.

The high prices of the previous two years stimulated production until the supply exceeded the demand, and resulted in low prices. The world's supply for 1896-7 is estimated at 14,000,000 bags, while the deliveries for Europe and the United States have only exceeded 11,000,000 bags by a small number. The following table shows the deliveries in the United States for 1895-6:

DELIVERIES OF COFFEE.

	1895.	1896.
January	428,818	424,646
February	877,126	365,184
March	388,007	426,086
April	302,114	379,593
May	397,217	284,313
June	875,390	291,215
July	348,216	319,358
August	391,456	333,187
September	322,684	445,022
October	443,424	426,970
November	342,721	445,222
December	319,740	*409,233
Totals	4,486,363	4,549,929

* Partly estimated.

The Brazilian crop is estimated at 8,000,000 bags, and if the present views prove correct, the outlook is for a lower range of values; but the reverse may be the result, with new predictions as the season advances.

TEAS.

With the opening of 1896 the supply of teas seemed largely in excess of the demand, but, as is usual in such cases, a deficiency was evident as the season advanced, which resulted in a decided advance on all grades in the fall, and a light demand until the close of the year.

SUGARS.

During the past fifteen years the consumption of sugar in the United States has doubled, the consumption in 1880 being 993,000 tons, against an average consumption the past three years of 2,000,000 tons. On account of a supposed deficiency in supply, through loss of the Cuban crop, a speculation was started that resulted disastrously to the organizers, as they failed to consider other sources of supply, and suffered the consequences. January 2, 1896, granulated sugar cost, net cash, 4.72; in April 5.20. The lowest price of the year was in October, 3.86, and the year closed at 4.00.

RICE.

The year opened with very low prices, and a declining tendency in values until May, when the reduction in acreage showed the supply would be much reduced. In September the storm throughout the eastern rice district was so destructive that prices have steadily advanced until at present domestic grades are higher in price than imported.

The general grocery business has been fully up to the average the past year, and the progressiveness and conservatism of our market are bearing fruits through the influence of the knowledge of the stable character of our merchants, and to-day St. Louis stands before the world pre-eminent as the greatest and best distributing point for all staple groceries, domestic and California dried fruits, beans, etc.

From the Interstate Grocer.

OUR ANNUAL REVIEW—THE BUSINESS OF ST. LOUIS IN GROCERIES AT
WHOLESALE FOR THE YEAR 1896—COMPARATIVE FIGURES.

The conditions of trade during the past year of political turmoil and excitement have in the grocery line somewhat unfavorable, showing in some lines decreased shipments. This is largely attributable to a closer inspection of credits and an indisposition on the part of the wholesale trade to be liberal in their extension of credits until the "financial question" should be definitely settled. The condition in St. Louis was somewhat similar to that in other markets in the United States, and, therefore, not exceptional.

	SUGAR.		
	Barrels.	Bags.	Hhds.
Receipts, 1896.....	448,105	253,919	1,298
Shipments, 1896.....	293,499	223,159	856
Receipts, 1895.....	419,703	351,842	3,127
Shipments, 1895.....	330,561	255,780	1,727

The above are figures compiled by the Merchants' Exchange of St. Louis. They show that receipts of sugar in barrels, usually refined grades, have increased somewhat, while the receipts of sugar in bags, generally confined to imported refined grades, and in hogsheads, have fallen off. The shipments for 1896, however, have fallen off heavily, showing a larger consumption of sugar by the city of St. Louis and probably a larger stock in jobbers' hands January 1, 1897, than at the corresponding date for 1896.

REFINED SUGAR REVIEW 1896.

It will be observed that the increase of receipts of sugar at St. Louis have been important while there has been a decrease of shipments. That would apparently show an increase in the local or St. Louis consumption of nearly 60 per cent, but that is to be accounted for by somewhat larger stocks on hand and a larger demand for sugars in St. Louis for manufacturing purposes:

The year began with granulated at 4.72c per pound, net cash. The price advanced to 5.20c in April, the highest price of the year, against 4.72c the highest in 1895. From this point there was a steady decline to 3.86c in October, and the year closes with granulated at 4.10c. The average price of granulated for the year was 4.53c per pound net, against 4.152c in 1895; 4.12 in 1894; 4.812c in 1893; 4.641c in 1892; 4.461c in 1891. The higher price in 1896 is directly due to the absence of the Cuba sugar crop.

The difference between centrifugals and granulated in 1896 was .906c per pound, against .878c in 1895; .88c in 1894; 1.16c in 1893; 1.035c in 1892; .828c in 1891. The importation of foreign refined has increased from 27,226 tons in 1895 to 64,500 tons in 1896. American refiners have not sufficient protection to keep out foreign refined, and as the quality of the foreign improves, it finds its way here in larger quantities.

MOLASSES.

	Barrels.	Kegs.
Receipts, 1896.....	16,830	1,808
Shipments, 1896.....	57,657	27,632
Receipts, 1895.....	20,997	306
Shipments, 1895.....	71,587	26,294

These figures are apparently somewhat inconsistent, but they represent in the large aggregate of shipments over receipts the product of local refineries and blending establishments, and the output to some extent of corn syrups or glucose, not classified in the receipts as molasses, but usually shipped out under that classification after blending.

COFFEE.

An astonishing increase in the receipts of coffee is shown by the Merchants' Exchange figures and an important falling off in the shipment of coffee in bags. The figures are as follows:

	1896.	1895.	1894.
Receipts, sacks.....	408,388	259,289	246,612
Shipments, sacks.....	262,210	304,774	309,407

The increase in receipts and the figures are those of the Merchants' Exchange taken from the manifests of railroads and vessels, and are accurate. The coffee dealers themselves were surprised and at first disposed to discredit the figures, but on consultation and a verification of the business by estimating that of the various houses have concluded that the receipts are correct; all kinds of coffee, of course, being included, that comes in original bags. No account is taken in the receipts of coffee that arrives in cases or other packages than bags. The solution of the matter is that there has been an enormous increase in the roasted coffee business of St. Louis in a few years past, and the results are just beginning to show. We have a dozen large establishments in St. Louis making a specialty of the roasting of coffees, and their influence has been to vastly increase the trade in coffees, the process being to gradually convert St. Louis into the greatest interior coffee distributing market in the world.

The figures as to the shipments of coffee are delusive, as only the shipments in bags green and roasted are compiled. Probably one-half the shipments of coffee from this market go out in barrels, cases and cans or canisters, and the tendency in that respect accounts for the apparent inconsistency of our enormous increase in receipts and an apparent falling off of shipments.

CANNED GOODS.

The distribution of canned goods at St. Louis for 1896 is said to have been fairly equal to that of 1895 in most lines and larger in the staple lines of corn and tomatoes, owing to the very low prices of those staples which have prevailed. Stocks in packers' hands in the West on January 1, 1896, are reported to be somewhat larger of corn and about the same on canned tomatoes, as at the same date in 1895, but a rapid reduction is reported as likely during the early months of the spring trade.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1896.....	1,296	448,106	.....	258,919	866	298,769	228,217
1895.....	8,127	419,708	.....	851,842	1,780	830,772	255,730
1894.....	1,979	458,459	.....	877,840	1,422	419,121	283,964
1893.....	2,608	491,986	.....	414,869	2,212	415,458	264,905
1892.....	1,912	419,016	545	435,121	1,311	324,138	269,966
1891.....	8,086	538,108	.....	870,971	1,661	368,359	261,446
1890.....	2,474	388,280	867	144,407	722	218,292	114,946
1889.....	2,708	846,649	548	842,084	1,153	253,780	249,964
1888.....	80,650	297,922	.....	98,896	8,101	332,729	48,133
1887.....	6,690	816,281	1,569	11,942	615	258,296	1,999
1886.....	52,887	242,076	791	105,589	771	330,349	2,463
1885.....	12,172	297,897	100	1,614	1,621	217,678	2,824
1884.....	22,294	216,821	20	190,990	1,288	276,476	4,454
1883.....	48,854	191,784	.....	26,560	1,590	291,061	9,653
1882.....	42,867	179,900	102	84,672	1,921	819,034	19,361
1881.....	59,535	128,893	520	15,108	2,853	294,796	13,171
1880.....	68,182	126,061	225	779	4,180	331,014	19,426
1879.....	65,235	89,998	1,224	595	6,615	256,544	38,008
1878.....	65,004	75,028	7,735	20,792	4,069	250,240	49,013
1877.....	51,049	66,108	80,494	6,400	5,816	238,080	46,901

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR TWENTY YEARS.

YEARS.	MOLASSES.					COFFEE.		RICE.	
	RECEIPTS.			SHIPMENTS.		REC'TS	SHIP'TS	REC'TS.	SHIP'TS
	Bbls.	Kegs.	Hhds	Bbls.	Kegs.	Bags.	Pkgs.	Sks & bls	Pkgs.
1896.....	16,880	1,808	.....	57,761	27,632	408,888	262,565	87,630	64,516
1895.....	21,197	806	.....	71,597	26,829	259,239	804,977	93,039	62,213
1894.....	82,929	506	.....	118,824	28,567	248,612	809,407	66,576	70,254
1893.....	26,322	348	.....	70,465	44,871	348,847	290,920	87,959	.....
1892.....	23,344	475	.....	55,899	86,183	365,096	367,109	110,230	71,894
1891.....	33,150	392	.....	74,210	28,327	258,154	232,997	87,192	69,510
1890.....	24,262	1,188	.....	47,269	10,381	222,785	202,810	115,978	88,216
1889.....	18,979	1,187	.....	39,548	80,786	211,789	196,662	68,653	67,716
1888.....	22,890	1,969	.....	71,806	48,854	122,940	225,503	74,181	63,116
1887.....	30,895	19,590	.....	86,611	24,848	184,812	212,819	79,604	50,629
1886.....	27,720	8,291	.....	24,141	18,910	240,696	205,186	72,079	41,571
1885.....	25,465	3,772	.....	38,773	24,664	272,119	199,196	63,697	34,700
1884.....	34,311	7,998	.....	43,119	87,188	270,229	180,498	49,864	45,063
1883.....	35,955	22,228	23	50,430	48,408	208,572	219,355	56,882	47,535
1882.....	67,608	68,838	.....	74,060	117,578	255,890	254,842	49,806	48,797
1881.....	52,760	83,419	7	67,655	125,747	245,239	233,616	49,661	50,251
1880.....	26,243	14,555	77	40,707	87,239	308,649	277,184	59,339	34,639
1879.....	21,234	3,652	.....	30,035	86,642	267,533	207,938	34,213	26,154
1878.....	16,436	528	12	32,990	89,240	201,090	196,950	25,600	20,465
1877.....	13,285	1,894	25	26,524	27,755	197,099	180,696	72,896	26,535

RECEIPTS, TEA	Year.	Pkgs.
"	1896.....	16,167
"	1895.....	28,567
"	1894.....	72,567
"	1893.....	103,529
"	1892.....	67,822
"	1891.....	46,540
"	1890.....	36,889
"	1889.....	48,524

RECEIPTS, GLUCOSE	Year.	Pkgs.
"	1896.....	69,571
"	1895.....	60,010
"	1894.....	75,956
"	1893.....	89,090
"	1892.....	37,142
"	1891.....	34,090
"	1890.....	44,745

LUMBER.

By the Lumbermen's Exchange of St. Louis.

In many lines of trade 1896 was year of disaster. Lumbermen suffered probably as much as other business men, and no one branch of the trade or one section of the country was exempt from the effects of the dull times. St. Louis suffered with the other sections of the country, but it is certain that her lumbermen have less cause for complaint than those of any other large lumber market. In the first place there was only one lumber failure during the whole year, and that was so insignificant and the amount involved was so small that less than \$1,000 was tied up amongst lumbermen. There were many heavy failures in other lumber markets, but St. Louis lumbermen suffered remarkably little in this respect.

While the receipts of this market show a loss of 32,000,000 feet when compared with 1895, they show a gain of over 100,000,000 feet when compared with 1894. The loss in shipments was less than 3,000,000 feet, while the gain on 1894 was almost 30,000,000 feet. When it is understood that the receipts of this market for the year aggregated over 795,000,000 feet, the loss of 32,000,000 feet is by no means alarming, and the loss of less than five-sevenths of one per cent on shipments which were 395,000,000 feet for the year goes to prove that there was practically the same amount of business as during 1895, and the figures show a heavy gain on 1894. The consumption of lumber by St. Louis builders and woodworking factories during the year was 400,000,000 feet, which is a loss of seven per cent when compared with 1895, and a gain of eighteen per cent on 1894.

During the past four or five years it has been an interesting study to watch the changes taking place in the lumber trade of St. Louis and in the methods of handling the business. To look further back one can see that St. Louis has, during the past twenty years, changed from a market for Northern lumber into a market for Southern lumber. The development of the Southern timber resources has brought this about, and as St. Louis lumbermen were the pioneers in Southern lumber, and St. Louis is especially well favored as regards location and transportation, this is more than ever the leading market for all classes of Southern lumber. This being the case, St. Louis has attracted both buyers and sellers of southern lumber and the past year has seen many new firms open offices, either having removing from other points, started branch offices or started in entirely new to the business. A large number of yellow pine manufacturers have their main offices in the city, and it has really reached the point where it can be said that St. Louis dealers largely control the output of yellow pine. The main trade of some of these wholesalers is in direct shipments from the mills to points of sale outside of St. Louis. Careful inquiry has developed the fact that something over 460,000,000 feet of lumber were handled in this way during the past year. As this is not a

portion of the St. Louis receipts it brings the of lumber handled by St. Louis dealers up to 1,255,000,000 feet. This is the combined receipts of this market and the shipments from points of manufacture by St. Louis dealers to other markets than St. Louis. The shipments from the St. Louis market were 395,000,000 feet additional.

From the Southern territory directly tributary to St. Louis there was an increase in the receipts, while from the Northern white pine fields there was a heavy decrease. The Iron Mountain Railway is probably the greatest lumber carrier in the world. It brought into St. Louis during the year 32,184 cars of lumber, which is a gain on 1895 of 2,000 cars. The Cotton Belt gained 1,200 cars. The receipts from east of the river show a decrease, heavier freight rates than those west of the river to western points having operated against the Southern manufacturers east of the river, and trade in the west having been better than in other sections of the country. In the shipments out of St. Louis the roads tapping the Western country all show an increase, while the others show a decrease.

St. Louis lumbermen feel that if they can make as good a showing during a dull year as they did during 1896, there is a brilliant future for them. Since 1893 margins on sales have been very close and competition strong, but a decided change for the better is confidently expected for 1897.

ST. LOUIS MUNICIPAL AFFAIRS.

From the report of the Comptroller.

CONDITION OF THE TREASURY.

The balance in the Treasury at the close of the fiscal year, April 13th, 1896, was \$2,463,075.08. Adding to this the amounts due from special funds on account of special taxes remaining uncollected, and the amount advanced to pay judgments not provided for, aggregating \$302,296.93, makes the total resources of the Treasury at the close of the fiscal year, \$2,765,372.01.

Against the Treasury are chargeable the balances standing to the credit of special funds and accounts, aggregating \$2,079,502.01. Deducting this amount from the resources of the Treasury there remains at the end of the year an unappropriated surplus of \$685,870 belonging to the respective revenue funds.

REVENUE AND APPROPRIATIONS.

The resources of the revenue funds (income and unappropriated balances, April 9, 1895), was as follows:

Interest and Public Debt Revenue.....	\$1,398,826.18
Municipal Revenue.....	5,159,279.73
Water Works Revenue.....	1,396,159.83
Harbor Fund.....	106,234.84
	<hr/>
	\$8,059,000.58

BONDED DEBT.

The bonds which matured during the fiscal year, amounting to \$1,352,000, were redeemed as they fell due—\$346,287.50 out of the revenue of the sinking fund, and \$1,005,712.50 out of proceeds of sale of renewal bonds. During the year renewal bonds amounting to \$975,000 were issued. These bonds are dated May 1, 1895, due May 1, 1915, and bear interest at the rate of 3.65 per cent per annum, principal and interest payable in gold coin of present standard weight and fineness. The bonds were sold at public letting at \$103.15 flat, the best price ever obtained by the city for its bonds.

The bonded debt outstanding at the close of the fiscal year amounted to \$20,647,711.55, showing a reduction of \$377,000 during the year. The

outstanding debt is composed of \$6,111,000 bonds of the late county of St. Louis, \$5,808,000 bonds issued for water works purposes, and \$8,728,711.55 of city bonds.

During the ensuing fiscal year no bonds will mature.

The annual interest charges on the debt outstanding April 13, 1896, amount to \$890,926.61, or an average rate of 4.315 per cent.

The city has no floating debt.

SINKING FUND.

The revenue of the sinking fund during the fiscal year amounted to \$266,819.05; the balance to the credit of the fund at the beginning of the year amounted to \$164,066.62, aggregating \$430,885.67 as the total available resources of the year. Of this amount \$346,287.50 was expended in redeeming maturing bonds, leaving a balance of \$84,598.17 at the end of the year.

The resources of the fund available for reduction of the city debt during the current fiscal year are estimated at about \$375,000. As there are no bonds which mature during the current year, the ten-twenty-year option bonds, dated May 3, 1882, and July 2, 1883, have been called in for redemption on November 3, 1896, and January 2, 1897, respectively. The redemption of these bonds will require \$293,000.

TAXATION.

The assessed valuation of property for the taxes of 1896 amounts to \$341,087,650, an increase of \$14,624,050 over that of the preceding year.

The rates of taxation for city purposes, for the year 1896, remain the same as for the preceding year, viz.:

	Old Limits.	New Limits, subject to in- creased rate.	New Limits.
For payment of debt and interest.....	\$ 40	\$ 40	\$ 40
For general municipal purposes..	98	98	60
Total.....	\$1 38	\$1 38	\$1 00

POPULATION OF ST. LOUIS.

AREA 62½ SQUARE MILES.

1820	4,928	1868	304,327
1828	5,000	1870—United States Census	310,664
1830	5,803	1880—“	351,623
1833	6,397	1885—Estimated	400,000
1835	8,216	1886—“	450,000
1837	12,040	1890—United States Census	451,770
1840	16,469	1892—Estimated	543,323
1844	24,140	1893—“	574,500
1850	74,439	1894—Directory Estimate	604,157
1852	94,000	1896—“	611,368
1856	125,200		
1859	185,587		

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1861	\$ 57,537,415	.....	2.40	.....
1862	40,240,450	.....	2.57	.....
1863	49,409,030	.....	2.48	.....
1864	53,206,380	\$ 63,069,078	2.50	.....
1865	75,940,700	57,625,534	2.79½	.....
1866	81,901,610	106,245,210	3.00	.....
1867	85,625,600	112,907,690	2.95	.....
1868	94,382,370	116,532,140	2.85	.....
1869	118,626,410	138,533,480	2.85	.....
1870	119,060,800	147,969,680	.....	.....
1871	123,833,650	168,272,430	2.80	.....
1872	129,235,180	169,039,570	2.78	.....
1873	149,144,400	180,278,950	2.76	.....
1874	141,041,480	172,109,270	2.88.5	.....
1875	181,141,020	166,999,680	3.45.5	.....
1876	132,746,450	166,441,110	3.45.5	.....
1877	148,012,750	181,345,560	2.80	.....
1878	140,976,540	172,839,860	2.60	1.35
1879	136,071,670	168,813,920	2.60	1.35
1880	136,824,980	160,486,000	2.60	1.35
1881	139,897,470	167,364,280	2.60	1.35
1882	161,679,250	191,949,450	2.58	1.35
1883	163,479,080	192,563,640	2.56	1.30
1884	178,506,650	210,124,370	2.55	1.30
1885	177,887,240	207,910,350	2.55	1.30
1886	187,291,540	218,271,280	2.55	1.30
1887	184,815,660	217,142,880	2.50	1.30
1888	195,673,200	227,760,880	2.30	1.70
1889	196,135,540	230,338,810	2.30	1.60
1890	214,071,060	248,927,830	2.20	1.60
1891	215,838,980	255,113,680	2.20	1.60
1892	243,239,140	294,518,550	2.05	1.60
1893	242,737,430	287,828,420	2.05	1.67
1894	270,288,900	315,282,560	2.05	1.67
1895	266,098,900	330,436,640	2.05	1.67
1896	296,419,690	345,940,150	2.05	1.67

Old Limits—City Tax, \$1.40; State, 25c; School, 40c.....	\$3.05
New Limits—“ 1.00; “ 25c; “ 42c.....	1.67

For the year 1896 the levy was \$2.05 on the \$100 for all property in the new limits situated between Gravois avenue, Tholozon avenue and Pernod road on the south, new city limits on the west, Florissant avenue, Bircher street and Survey 281 on the north, and old city limits on the east.

CLEARING-HOUSE STATEMENT.
BUSINESS FOR THE YEAR 1896 COMPARED WITH 1895.

MONTHS.	CLEARINGS.		BALANCES.	
	1895.	1896.	1895.	1896.
January.....	\$ 116,390,713	\$ 110,502,181	\$ 25,706,048	\$ 16,949,115
February.....	88,461,901	91,087,549	14,992,987	11,084,868
March.....	99,965,994	97,891,941	17,286,689	18,858,183
April.....	105,268,068	98,045,622	16,746,544	14,918,943
May.....	113,645,897	98,472,054	17,918,353	12,816,905
June.....	101,670,033	92,878,494	16,187,269	12,121,415
July.....	108,452,679	92,119,063	15,810,563	12,878,694
August.....	98,001,232	87,662,894	11,782,678	14,059,531
September.....	97,248,219	88,191,404	10,661,967	9,506,522
October.....	112,754,702	96,194,530	12,787,429	9,560,266
November.....	106,450,073	97,707,736	14,718,908	11,590,949
December.....	109,014,650	112,904,371	12,629,496	14,752,120
Aggregate.....	1,244,323,653	1,158,602,859	187,168,876	152,482,441

CLEARINGS AND BALANCES.

Years.	Clearings.	Balances.	Years.	Clearings.	Balances.
1896.....	\$1,158,602,859	\$ 152,482,441	1890.....	\$1,118,573,210	\$ 163,780,096
1895.....	1,244,323,652	187,168,876	1889.....	967,532,829	163,461,257
1894.....	1,127,702,906	172,945,788	1888.....	900,474,878	141,883,529
1893.....	1,139,014,291	139,962,646	1887.....	894,527,731	138,839,792
1892.....	1,281,571,963	152,810,677	1886.....	810,795,062	149,968,908
1891.....	1,189,599,676	129,796,919			

E. CHASE, Manager.

BANK STATEMENTS.

The following are comparative statements of the Banks of St. Louis during twelve years, compiled by E. Chase, Manager of the Clearing House:

DATE.	No. of Banks.	Capital and Surplus.	Deposits and due Banks.	Good Loans and Bonds.	Cash and Deposits in other Banks.	Ratio of Cash to Demand Deposits.	Clearings.
December, 1885....	23	\$14,653,652	\$44,234,157	\$42,881,985	\$14,869,255	24	\$ 759,180,426
December, 1886....	23	14,941,771	47,501,396	45,241,096	16,057,096	24	810,796,062
December, 1887....	21	14,824,115	45,678,589	44,507,836	14,913,121	24	894,527,781
December, 1888....	21	15,460,866	52,289,979	46,862,813	19,432,361	27	900,474,878
December, 1889....	21	18,818,216	60,967,149	57,810,916	20,886,977	26	987,522,629
December, 1890....	22	21,637,401	60,765,305	60,225,785	20,520,868	23	1,118,573,210
December, 1891....	24	25,576,083	64,289,810	62,481,710	23,457,980	26	1,189,599,576
December, 1892....	26	24,745,502	68,285,730	70,670,184	21,564,501	31	1,281,571,963
December, 1893....	26	25,588,909	54,869,102	57,098,800	21,746,545	29	1,139,014,291
December, 1894....	26	24,690,823	67,801,304	62,960,521	27,802,272	40	1,127,702,906
December, 1895....	25	24,171,276	68,141,388	67,810,170	22,842,742	33	1,244,323,653
December, 1896....	25	24,383,741	69,061,559	62,346,368	30,251,236	55	1,158,602,859

TRUST COMPANY STATEMENTS.

DECEMBER, 1896.

Number of Companies.....	4
Capital Paid in and Surplus.....	\$ 6,585,415
Deposits Payable on Time.....	8,960,059
Deposits Payable on Demand.....	5,038,511
Loans and Bonds.....	11,797,942
Cash and Exchange.....	3,280,483
Ratio of Cash to Deposits, 65%.	

TRADE AND COMMERCE OF

FIRE RECORD FOR 1896.

As Reported by Capt. CHAS. EVANS, Underwriter's Salvage Corps.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses.	Insurance.	Losses.
January	\$ 428,765 00	\$ 45,489 46	\$ 904,664 90	\$ 304,303 65
February	256 675 00	40,511 66	208,831 00	35,069 09
March	169,725 00	9,267 96	296,246 60	11,969 59
April	219,656 67	7,445 76	281,504 00	18,787 51
May	612,989 20	120,617 19	184,026 15	26,878 89
June	120,562 81	6,551 28	50,050 00	11,752 06
July	190,335 81	72,196 17	209,710 56	87,401 13
August	168,686 81	10,839 44	112,126 29	22,241 72
September	858,704 17	17,939 21	44,727 25	8,121 45
October	414,845 00	11,210 50	47,900 00	8,890 47
November	185,522 20	12,161 87	68,825 00	2,644 57
December	222,175 00	12,090 86	722,718 41	52,407 76
Totals	\$8,838,532 67	\$ 866,373 35	\$8,120,828 96	\$ 515,487 39

CLASSIFICATION OF BUILDINGS IN WHICH FIRES OCCURRED.

1 Story Brick.....	59	1 Story Stone Fronts..	4	Oil Tanks	2
1 1/2 " "	8	2 " " " " ..	26	Churches.....	4
2 " "	865	3 " " " " ..	10	Elevators.....	2
2 1/2 " "	14	4 " " " " ..	2	Railroad Cars.....	7
3 " "	159	5 " " " " ..	4	Motor Cars.....	2
4 " "	38	6 " " " " ..	1	Streets	5
5 " "	17	1 Story Iron Clad.....	4	Railway Trestle.....	6
6 " "	7	1 Story Frame.....	288	Vacant Lots	18
7 " "	5	1 1/2 " " " " ..	20	Lumber Yards.....	3
10 " "	1	2 " " " " ..	85	Yards, Fences, etc ..	12
1 Sto. Br'k & Mansard..	1	2 1/2 " " " " ..	1		
2 " " " " ..	9	3 " " " " ..	2		

NUMBER OF ALARMS.

	1895.	1896.		1895.	1896.
Box Alarms.....	1078	1082	Third Alarms.....	8	7
Still Alarms.....	472	496	Fourth Alarms.....	...	...
False Alarms.....	78	76	General Alarms ..	...	2
Second Alarms.....	14	20	Total Alarms.....	1640	1633

Fires for which no alarm was given in 1896..... 33

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS DURING TWENTY-ONE YEARS.

YEAR.	No. of fires and Alarms.	Amount of Insurance.	Amount of Losses to Insurance Co's.	Percentage
1874	223	\$3,214,133 00	\$ 503,927 00	37 75
1875	246	1,871,248 00	339,520 00	19 15
1876	301	2,161,890 00	401,147 00	18 55
1877	297	3,859,706 42	1,939,500 18	51 03
1878	293	3,067,846 00	378,186 67	12 60
1879	407	2,918,863 00	1,056,634 73	36 20
1880	461	3,386,819 08	1,111,735 34	32 70
1881	491	3,861,664 80	1,473,133 24	40 85
1882	562	5,420,864 26	1,282,431 63	21 22
1883	671	8,721,836 37	1,067,135 03	28 63
1884	787	4,850,511 52	1,381,530 60	28 43
1885	787	3,919,642 19	475,104 59	12 06
1886	827	4,294,175 00	1,325,433 30	30 86
1887	863	6,774,717 98	1,690,630 28	24 83
1888	802	4,134,079 42	732,837 12	18 21
1889	977	6,328,555 00	1,549,101 59	22 51
1890	1021	6,671,510 03	1,067,130 20	15 99
1891	1073	9,659,510 86	2,792,539 76	28 81
1892	1087	7,939,999 91	1,619,656 68	20 39
1893	1435	7,545,252 64	2,000,616 60	27 84
1894	1513	4,206,085 23	1,194,104 01	28 38
1895	1640	5,181,017 00	779,679 97	15 05
1896	1668	6,454,861 68	881,560 74	13 66

ST. LOUIS WEATHER FOR THE YEAR 1896.

By DR. H. C. FRANKENFIELD, Local Forecast Official U. S. Weather Bureau, St. Louis.

The month of January was characterized by comparatively high temperatures and deficient precipitation, but with rather less than the usual amount of sunshine. No snow fell to a measurable amount.

The mean temperature was 35° , being 4° above the normal for the month, while precipitation was 1.43 inches, a deficiency of three-quarters of an inch.

During February the temperature and cloudiness were slightly higher than usual, while the precipitation was almost normal. The total snow fall was 3.1 inches.

In March the sunshine was about the average amount, while the temperature and precipitation were somewhat deficient. The heaviest snows of the winter fell during this month, the total amount being 6.6 inches. The last snow of the season fell on the 23rd.

April and May were characterized by abnormally high temperatures, excessive humidity, and long-continued southerly winds, together with excessive rainfall during the latter month. The long continuance of these abnormal conditions resulted during May in a series of violent atmospheric disturbances. Heavy thunderstorms and high winds were frequent. A destructive hailstorm occurred on the evening of May 21st, when hailstones two inches in diameter fell for seven minutes, completely covering the ground, and doing damage to the amount of \$3,000.

The final culmination was reached on the evening of May 27th, at which time occurred the terrible tornado, the memory of which is still too vivid in the minds of all to need any description here. During this storm 257 lives were lost in St. Louis and East St. Louis, and property destroyed to the enormous amount of \$12,239,000.

During June there was a slight deficiency in temperature, rainfall and cloudiness, but thunderstorms were still frequent. A severe one swept over the city on the 21st, causing damage to the amount of \$10,000.

The month of July was uneventful, although there was an excess of rainfall of about nine-tenths of an inch. The number of thunderstorms did not decrease, but none of them were severe or destructive.

There was less than the usual amount of warm weather, and continued high temperatures did not commence until after the 25th. But from July

26th until August 15th, both inclusive, abnormally dry and hot weather continued without intermission. The maximum temperature for this period of twenty-one days was 100°, while the mean maximum temperatures was 95°. More moderate temperatures prevailed during the latter half of August, so that the mean temperature for the month was only 2° above the normal. The rainfall continued deficient, while the sunshine was considerably in excess.

September and October presented no features of interest with the exception of the rainfall, which continued deficient. Otherwise normal conditions obtained during the greater portion of the time.

During November higher temperatures prevailed until the last four days of the month, while the rainfall and cloudiness were also in excess. The first snow of the season fell on the 5th, and the first freezing temperature occurred on the 8th.

December continued warm and comparatively dry, with no snow of measurable quantity. The mean temperature was 41°, about 5° above the normal, while the total rainfall was only 1.05 inches, a deficiency of 1.76 inches.

The mean temperature for the year was 58°, or 2° above the normal. The total precipitation was 37.55 inches, 3.53 inches less than the normal amount. The prevailing wind direction was from the south. The number of clear days was 150; of partly cloudy days, 113; and of cloudy days 103. Precipitation to a measurable amount fell on 120 days.

The following table shows at a glance the average climatic condition at St. Louis for each month of the year, the data having been compiled from the record of twenty-six years' daily observations.

MONTH.	TEMPERATURE.			PERC'TGE.		Precipitation in inches.	NUMBER OF DAYS.					Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation		
January	74	-22	31	72	52	2.22	11	11	9	9	N. W.	
February	78	-8	35	72	52	3.00	9	10	9	9	N. W.	
March	86	6	44	67	54	2.99	9	12	10	11	N. W.	
April	89	22	57	62	50	3.58	10	12	8	10	S. E.	
May	94	32	66	66	49	4.41	10	13	8	12	S.	
June	99	44	75	69	48	4.65	9	15	6	12	S.	
July	104	56	79	67	45	3.54	12	14	5	10	S.	
August	106	62	77	66	38	2.41	14	13	4	8	S.	
September	102	40	70	67	39	3.13	14	11	5	7	S.	
October	90	24	58	65	37	2.34	15	10	6	7	S.	
November	82	5	44	68	52	2.99	10	10	10	9	S.	
December	74	-15	36	72	57	2.52	9	11	11	10	S.	
Normals and Extremes.	106	-22	56	68	48	37.59	123	143	91	114	S.	

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1896.

DATE.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
January	Max.	45	20	26	31	32	36	44	40	48	51	62	30	38	36	36	42	46	44	38	45	43	43	37	60	30	33	39	46	55	58	57	35	
	Min.	20	26	31	32	36	44	40	48	51	62	30	38	36	36	42	46	44	38	45	43	43	37	60	30	33	39	46	55	58	57	35		
February	Max.	53	37	43	48	53	58	63	68	73	78	83	45	37	56	50	38	32	43	41	18	36	52	58	61	58	26	25	29	33	40	49		
	Min.	32	33	31	31	31	35	38	36	39	49	43	34	28	28	26	19	16	23	14	5	14	20	41	37	32	48	51	37	32	...	37		
March	Max.	40	41	35	48	48	53	60	62	67	64	57	39	31	32	34	39	45	42	34	46	64	55	29	60	72	56	59	70	63	73	74	41	
	Min.	23	30	23	26	29	35	29	29	33	37	52	30	19	24	26	37	31	34	28	25	36	29	30	39	39	36	35	47	53	45	54		
April	Max.	63	47	50	66	70	61	67	65	66	64	86	33	74	78	97	88	87	87	74	88	77	60	87	83	71	81	87	91	80	86	73	69	78
	Min.	36	34	30	38	50	49	46	44	48	49	65	62	58	58	60	69	67	67	53	65	60	51	60	67	63	56	57	69	60	69	...	65	
May	Max.	81	74	80	83	86	89	89	88	90	88	88	80	89	80	83	83	88	75	88	83	74	81	87	81	80	86	73	76	76	69	78		
	Min.	60	57	59	61	66	67	69	68	71	72	66	67	63	63	56	61	61	67	63	65	66	67	64	63	73	64	65	56	57	55	58		
June	Max.	69	72	78	88	90	90	89	83	71	68	78	77	79	84	77	85	83	86	90	91	89	85	87	88	91	78	80	82	84	87	...	74	
	Min.	58	60	64	65	71	73	67	66	57	56	58	58	60	64	66	63	68	66	71	74	63	71	71	71	71	67	64	67	65	63	...	63	
July	Max.	88	81	89	88	83	87	78	81	84	85	88	86	90	94	90	79	83	86	88	81	80	91	92	83	83	96	98	96	96	96	96	79	
	Min.	71	70	73	73	71	67	62	60	64	67	63	58	58	78	74	68	66	67	73	72	68	70	73	66	65	73	78	80	79	90	78	79	
August	Max.	94	86	92	97	98	99	100	100	99	91	97	94	89	88	97	85	77	79	79	86	96	98	98	76	86	78	80	80	79	83	78	79	
	Min.	74	70	72	73	71	67	62	60	64	67	76	76	69	74	74	69	66	60	64	73	64	73	64	60	66	68	60	60	61	63	66		
September	Max.	88	83	75	78	79	74	80	80	91	92	84	90	95	93	78	85	76	85	87	63	71	69	65	66	80	80	64	62	69	79	...	68	
	Min.	61	63	63	69	63	54	56	63	69	66	64	62	65	73	70	66	68	64	50	45	55	51	46	45	58	68	52	46	47	50	...	63	
October	Max.	78	71	67	74	79	85	81	80	88	71	64	62	65	73	75	65	54	73	60	62	65	65	65	65	69	76	80	73	66	65	57		
	Min.	56	54	49	53	55	64	46	42	44	50	48	48	47	51	49	38	39	42	38	47	40	36	39	46	53	63	66	46	44	...	57		
November	Max.	73	70	67	61	63	65	62	65	68	43	58	57	53	55	66	71	76	78	77	89	88	88	61	64	68	67	51	21	24	13	...	38	
	Min.	49	57	53	56	34	42	35	30	28	36	34	30	34	30	50	58	68	87	82	35	32	30	38	51	51	31	15	14	24	...	38		
December	Max.	59	53	46	57	62	60	44	45	60	63	63	64	54	42	41	45	44	38	81	41	37	32	42	32	37	26	43	52	51	63	60	41	
	Min.	17	28	25	27	45	44	34	37	35	44	41	43	40	36	37	36	28	26	27	27	23	24	20	23	22	30	30	38	43	45	44	...	44

TRADE AND COMMERCE OF

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1896.

TAKEN FROM THE RECORDS OF THE WEATHER BUREAU STATION.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Monthly or Daily Excess or Deficiency of Rainfall.
	T .66	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	
January.....	T .66	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	1.43 - 0.75
February.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	2.81 - 0.48
March.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	2.08 - 1.46
April.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	2.48 - 1.86
May.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	9.12 † 4.64
June.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	4.87 † 0.81
July.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	2.18 - 1.88
August.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	2.43 - 0.70
September.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	1.20 - 1.60
October.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	5.70 † 0.60
November.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	1.05 - 1.76
December.....	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	T .04	37.55 - 3.64
Total for 1896.....																																

† Excess. - Deficiency.

T indicates precipitation too small to measure.

CUSTOM HOUSE TRANSACTIONS, 1896.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1896, showing foreign value and duty paid.
 RICHARD DALTON, Surveyor of Customs.

COMMODITIES.	Value	Duty.
Ale and Beer.....	\$ 9,150 00	\$ 2,744 70
Anvils	10,964 00	2,911 49
Books and Printed Matter.....	5,768 00	1,400 40
Bone and Horn Manufactures.....	521 00	189 86
Brushes.....	4,606 00	1,611 76
Carpets and Carpeting.....	18,770 00	5,818 70
Cement.....	6,898 00	1,276 47
Chemicals and Drugs.....	161,818 00	40,578 66
China and Earthenware.....	156,147 00	52,106 78
Corks and Manufactures of Cork.....	89,945 00	7,786 66
Cutlery.....	109,782 00	50,967 91
Fancy Goods.....	48,970 00	16,841 66
Fish.....	87,498 00	4,882 62
Free Goods.....	482,361 00	.....
Glass and Glassware.....	28,887 00	8,908 92
Guns and Firearms.....	96,636 00	28,267 80
Hops.....	63,367 00	16,006 96
Jewelry Merchandise.....	26,862 00	6,694 75
Lead.....	2,981 00	1,466 60
Marble.....	11,802 00	6,428 86
Manufactured Cotton.....	388,420 00	159,602 27
" Linen.....	110,188 00	88,624 26
" Iron.....	9,280 00	8,451 86
" Leather.....	8,061 00	848 84
" Metal.....	60,742 00	17,616 66
" Paper.....	20,699 00	5,076 78
" Silk.....	24,705 00	12,129 42
" Wood.....	20,486 00	6,066 20
" Wool.....	147,664 00	71,667 80
Musical Instruments.....	4,645 00	1,160 26
Nuts and Fruits.....	863 00	280 14
Oils.....	1,488 00	687 10
Paints and Oils.....	6,966 00	1,618 81
Granulated Elce.....	27,234 00	5,091 90
Rubber Goods.....	5,294 00	1,887 66
Seeds, etc.....	27,940 00	6,861 40
Sugar.....	5,167 00	2,480 67
Skins, Dressed.....	12,700 00	2,640 00
Steel Bars.....	6,686 00	1,719 82
Steel Wire.....	114,980 00	50,117 86
Tin and Terne Plates.....	118 00	54 67
Spirituons Liquors.....	89,642 00	44,720 17
Tobacco, Olgars, etc.....	201,248 00	288,976 80
Varnishes.....	468 00	118 26
Vegetables.....	10,738 00	2,615 45
Wines, Sparkling, etc.....	98,284 00	41,428 88
Window Glass.....	163,898 00	86,296 66
Miscellaneous Merchandise.....	15,502 00	4,249 28
Collections from all other sources.....	.....	18,861 70
Total.....	\$2,712,870 00	\$1,020,159 64

TRANSACTIONS AT THE CUSTOM HOUSE ST. LOUIS.

General Exhibit of Merchandise brought into St. Louis in bond from below mentioned ports of entry, during the year ending December 31, 1896, showing foreign values and duties paid thereon.

RICHARD DALTON, Surveyor of Customs.

PORTS.	Value.	Duty.
New York	\$ 1,080,875 00	\$454,406 95
Newport News	718,718 00	250,306 40
Baltimore	515,510 00	173,584 78
Philadelphia	88,973 00	36,706 38
New Orleans	143,966 00	62,259 17
Boston	18,568 00	6,758 54
San Francisco	9,351 00	876 70
Portland, Me.	12,847 00	5,718 07
Tacoma	18,169 00	480 60
Portland, Oregon ..	72,377 00	186 36
Detroit	31,067 00	15,500 10
Seattle	258 00	80 00
Port Huron	2,191 00	240 00
Total	\$2,712,870 00	\$1,006,297 94

CUSTOMS WAREHOUSE TRANSACTIONS—PORT OF ST. LOUIS—DURING 1896.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1895	\$198,467 00	\$196,798 15		
January, 1896	59,599 00	34,975 63	\$ 20,581 00	\$ 20,581 00
February, "	11,166 00	11,135 26	30,505 00	22,503 92
March, "	29,786 00	22,579 25	25,569 00	21,314 24
April, "	33,333 00	27,411 75	26,425 00	22,163 27
May, "	35,007 00	28,740 23	25,335 00	24,333 94
June, "	24,617 00	26,226 15	27,321 00	21,914 55
July, "	47,450 00	37,594 23	25,030 00	27,786 74
August, "	34,673 00	29,542 15	30,563 00	24,674 25
September, "	25,095 00	19,721 99	33,563 00	26,717 53
October, "	22,418 00	16,923 94	24,037 00	18,722 73
November, "	13,629 00	11,766 65	41,558 00	22,343 19
December, "	30,681 00	30,261 18	18,956 00	15,331 41
Reduction of Duty, etc.				5,799 12
Withdrawn for Transportation—in bond ..			7,656 00	6,962 67
TOTAL	\$568,185 00	\$496,368 84	\$363,176 00	\$361,570 39
In Warehouse Dec. 31, 1896			305,009 00	191,798 94

*James L. Carlisle, P. M.; W. H. Little, Assistant P. M.
Douglass Crothers, Private Secretary.*

**Comparative Statements of the Receipts and Disbursements of the
St. Louis Post Office during the years ended December 31st, 1895 and 1896:**

	1896.	1895.
Sale of Postage Stamps, etc.....	\$1,619,090 66	\$1,615,299 78
Sale of Waste Paper, etc	860 94	860 88
Box Rents	1,997 77	2,061 71
Collection Drafts		93 26
Auditor's debits		2 29
Total	\$1,622,649 87	\$1,618,307 97

	1896.	1895.
By Auditor's Credits	\$ 217 42
Salary of Postmaster.....	6,000 00	\$ 6,000 00
" Special Delivery Messengers Pay Roll.....	3,994 64	3,421 44
" Clerks Pay Rolls.....	288,832 80	277,064 69
" Rent of Stations.....	4,887 00	4,431 80
" Light of Stations.....	180 40	189 30
" Fuel of Stations.....	111 53	118 70
" Advertising Letter List.....	546 19	451 81
" Office Furniture.....	348 72
" Stationery.....	110 60	54 75
" General Expense.....	3,065 50	2,697 11
" Transfer Drafts Paid.....	190,429 58	187,166 41
" Railway Postal Clerks Pay Rolls.....	801,565 80	297,354 36
" General Expense R. M. S.....	9,940 70	17,778 69
" Free Delivery Service.....	321,717 48	814,912 65
" Transfers from Postal to M. O. Account.....	19,300 00	29,400 00
" Collection Drafts Returned to Department.....	78 50
" Lost by burglary at Station "D".....	26 41
" Deposits with the Assistant U. S. Treasurer to the credit of the P. O. Department.....	471,411 01	477,196 85
Total	\$1,622,649 87	\$1,618,307 97

Increase in Receipts.....	\$	4,436	95
Net Revenue to P. O. Department, 1896.....		992,647	09
Net Revenue to P. O. Department, 1895.....		1,008,895	81
Decrease in Revenue.....		16,248	72

TRADE AND COMMERCE OF
SECOND DIVISION.
DISTRIBUTION AND DISPATCH OF MAILS.
T. B. ROBERTSON, JR., Superintendent.

	1895. Lbs.	1896. Lbs.	Increase. Lbs.
First class mail matter:			
Letters originating in St. Louis.....	1,435,447	1,554,274	118,827
Postal Cards originating in St. Louis.....	73,265	106,453	33,188
Second class mail matter:			
Newspapers and periodicals to regular subscribers originating at St. Louis.....	17,074,559	17,606,386	531,827
Third Class and transient newspapers:			
Price Currents, Circulars, Books, etc., originating at St. Louis.....	4,502,935	4,180,610	* 322,325
Fourth class mail matter, Merchandise originating at St. Louis.....	1,838,437	1,619,353	* 219,084
Totals in pounds.....	24,924,693	25,072,076	147,383

**MATTER RECEIVED FROM POSTAL ROUTES AND OTHER POST OFFICES
FOR DISTRIBUTION AND DISPATCH.**

Letters, Postal Cards and Circulars.....	31,465	31,053	* 412
Papers and Merchandise.....	194,632	197,334	2,702
Totals in pounds	226,097	228,387	2,290
Grand Totals in pounds	25,150,790	25,300,463	149,673

	1895.	1896.	Increase.
Total number pieces handled.....	197,419,987	207,921,421	10,501,434

The above statement has reference to outgoing mails only.

THIRD DIVISION.
RECEIPT AND DELIVERY OF MAILS.
 Comparative Statement of Business Transacted During 1895 and 1896.
WM. HYDE, Superintendent.

	1896. Lbs.	1895. Lbs.	Increase. Lbs.
First class mail matter:			
Letters originating at St. Louis.....	308,548	328,896	* 20,348
Postal Cards originating at St. Louis.....	27,307	31,831	* 4,524
Letters and Postal Cards from outside sources	1,298,963	1,268,104	30,859
Second class mail matter:			
Newspapers and periodicals to regular subscribers originating at St. Louis.....	154,408	126,138	28,270
Third and fourth class mail matter and transient Newspapers, Price Currents, Circulars, Books, etc., originating at St. Louis	274,636	270,823	3,813
Second, third and fourth class mail matter from outside sources.....	3,186,696	3,066,388	120,308
Totals in pounds.....	5,245,346	5,124,230	121,116
Total number pieces handled.....	83,034,182	83,943,608	909,426

* Indicates decrease.

COMPARATIVE STATEMENT OF BUSINESS TRANSACTIONS DURING 1895 AND 1896.

GEO. B. STROUP, Superintendent.

87

Digitized by Google

FIFTH DIVISION.

ISSUING AND PAYMENT OF MONEY ORDERS—COMPARATIVE STATEMENT OF BUSINESS TRANSACTED DURING 1895 AND 1896.

P. G. LINCHEY, Superintendent.

	1895.		1896.		INCREASE.		DECREASE.	
	NO.	AMOUNT.	NO.	AMOUNT.	NO.	AMOUNT.	NO.	AMOUNT.
PAID.								
Domestic Orders.....	710,512	\$ 4,718,551.09	749,708	\$4,814,072.16	.....	.....	.....	.....
International Orders.....	4,229	84,512.10	4,864	90,685.89	.....	.....	.....	.....
Total	714,741	\$ 4,803,063.19	754,572	\$4,904,658.05	39,831	\$101,594.86	.....	.....
ISSUED.								
Domestic Orders.....	119,127	\$ 1,053,024.61	109,157	\$1,069,824.83	.....	.....	.....	.....
International Orders.....	10,789	166,882.10	10,529	158,027.63	.....	.....	.....	.....
Total	129,926	\$ 1,219,416.71	119,680	\$1,227,912.46	.....	\$ 2,495.75	10,246	.....
Remittances received from Depository Offices	29,708	\$ 8,591,750.67	30,427	\$8,628,965.66	719	\$ 87,214.99	.....	.....
Remittances sent from our Office to New York	18	100,360.00	23	\$ 72,500.00	5	.....	.....	\$27,700.00
Total Transactions.....	874,368	\$ 9,714,430.57	904,202	\$ 9,898,036.17	40,055	\$141,305.60	10,246	\$27,700.00

U. S. INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.

W. C. MOOREY, Collector.

THE CITY OF ST. LOUIS.

	1891.	1892.	1893.	1894.	1895.	1896.
Lists (penalties, etc.).....	\$ 14,061 60	\$ 11,916 88	\$ 19,070 21	\$ 5,713 35	\$ 7,280 62	\$ 14,084 02
Spirits Stamps.....	1,909,255 00	2,345,348 90	2,005,542 90	2,004,124 40	1,182,100 64	982,413 08
Tobacco Stamps.....	3,023,120 84	3,451,643 21	3,027,988 87	3,425,846 78	3,443,578 80	3,188,070 78
Cigar and Cigarette Stamps.....	159,824 95	170,953 13	161,461 37	154,846 23	160,217 33	299,980 38
Snuff Stamps.....	1,900 14	1,844 40	1,843 02	1,608 42	1,434 66	1,875 80
Beer Stamps.....	1,674,728 69	1,814,340 00	1,916,466 65	1,820,800 07	1,820,927 25	1,948,666 05
Special Tax Stamps.....	164,304 76	162,665 25	169,674 98	148,249 11	134,424 34	132,183 66
Playing Cards.....				† 6,980 42	552 23	46 32
Total.....	\$ 6,947,190 48	\$ 8,970,201 77	\$ 7,301,903 00	\$ 7,568,218 73	\$ 6,705,575 72	\$ 6,566,750 19

† August 28, 1894.

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. JAMES M. SEIBERT,
STATE AUDITOR. JANUARY 1, 1897.

Total assessed valuation of real and personal property in Missouri, June 1, 1896, for 1896 taxes	\$945,971,710 00
Railroad, Bridge and Telegraph Companies.....	76,021,918 00
Merchants and Manufacturers.....	54,194,182 00
Total	<u>\$1,076,189,810 00</u>

(Rate of taxation for State purposes 25 cents on the \$100 valuation.)

Balance in Treasury, January 1, 1896	\$ 334,104 15
Amount of receipts into the State Treasury for the year ending December 31st, 1896.....	3,555,029 00
Amount disbursed during the year 1896 (including amount used for retiring bonds).....	3,311,580 10
Balance in Treasury December 31st, 1896	<u>577,463 05</u>

The bonded debt of the State was reduced four hundred and eighty-nine thousand dollars in the year 1896.

STATE BOND DEBT, JANUARY 1, 1897.

927 $3\frac{1}{4}$ per cent. 5-20 refunding bonds, due March 1, 1907.....	\$ 937,000
436 $3\frac{1}{4}$ per cent. 5-20 refunding bonds, due July 1, 1907.....	436,000
700 $3\frac{1}{4}$ per cent. 5-20 refunding bonds, due October 1, 1907.....	700,000
2937 $3\frac{1}{4}$ per cent. 5-20 refunding bonds, due January 1, 1908	2,937,000
	<u>\$5,000,000</u>

The State has an option to redeem any part or all of the bonds at any time. State bonds and interest coupons are paid at maturity at the American Exchange National Bank, New York, fiscal agent for the State.

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.	\$2,900,000
School certificates, 5 per cent.....	231,000
	<u>\$3,140,000</u>
Seminary certificates, 6 per cent.....	\$ 122,000 00
Seminary certificates, 5 per cent.....	437,000 00
Seminary certificates (University endowment) 5 per cent.....	670,539 43
	<u>\$1,229,539 42</u>

VALUE OF IMPORTS AND EXPORTS OF THE UNITED STATES.

Year ending June 30	Exports Merchandise.	Exports Gold, Silver and Bullion.	Total Exports.	Imports Merchandise.	Imports Gold, Silver and Bullion.	Total Imports.
1867....	294,506,141	60,868,372	355,374,513	395,761,096	22,070,475	417,831,571
1868....	281,962,899	93,784,102	375,737,001	357,436,440	14,188,368	371,624,808
1869....	286,117,697	57,138,380	343,256,077	417,506,379	19,807,876	437,314,255
1870....	392,771,768	58,155,666	450,927,434	435,958,408	26,419,179	462,377,587
1871....	442,820,178	98,441,988	541,262,166	520,223,684	21,270,024	541,493,708
1872....	444,177,586	79,877,534	524,055,120	626,595,077	13,743,689	640,338,766
1873....	522,479,922	84,608,574	607,088,496	642,136,210	21,480,937	663,617,147
1874....	586,283,040	66,630,405	652,913,445	567,406,342	28,454,906	595,861,248
1875....	513,442,711	92,132,142	605,574,853	533,005,436	20,900,717	553,906,153
1876....	540,384,671	56,506,302	596,890,973	460,741,190	15,936,681	476,677,871
1877....	602,542,257	56,162,237	658,637,457	451,323,126	40,774,414	492,097,540
1878....	694,865,766	33,740,125	728,605,891	437,051,532	29,821,314	466,872,846
1879....	710,439,441	24,997,441	735,436,882	445,777,775	20,296,000	466,073,775
1880....	835,638,658	17,142,919	852,781,577	667,954,746	93,034,810	760,989,556
1881....	902,377,846	19,406,847	921,784,193	642,664,628	110,575,497	753,240,125
1882....	750,542,257	49,417,479	799,959,736	724,629,574	42,472,890	767,111,064
1883....	823,839,402	31,820,333	855,659,735	723,180,914	28,489,391	751,670,305
1884....	740,513,609	67,133,383	807,646,992	667,697,693	37,426,262	705,123,955
1885....	742,189,755	42,231,525	784,421,280	577,527,329	43,242,323	620,769,652
1886....	679,524,830	72,463,410	751,988,240	635,436,136	38,593,656	674,029,792
1887....	716,183,211	35,997,691	752,180,902	692,319,768	60,170,792	752,490,560
1888....	695,954,507	46,414,183	742,368,690	723,957,114	59,337,986	783,295,100
1889....	742,401,375	96,641,533	839,042,908	745,131,652	28,963,073	774,094,725
1890....	857,828,684	52,148,420	909,977,104	789,310,409	33,976,326	823,286,735
1891....	884,480,810	108,953,642	993,434,452	844,916,196	36,259,447	881,175,643
1892....	1,030,278,148	83,005,856	1,113,284,004	827,402,462	69,654,540	897,057,002
1893....	847,665,194	149,418,163	997,083,357	866,400,922	44,367,633	910,768,555
1894....	892,140,572	127,429,326	1,019,569,898	654,994,622	85,735,671	740,730,293
1895....	807,538,165	113,763,767	921,301,932	731,969,965	56,595,939	788,565,904
1896....	882,606,938	172,951,617	1,055,558,555	779,724,674	62,302,251	842,026,925

IMPORTS AND EXPORTS OF THE UNITED STATES 1895 AND 1896.

IMPORTS AND EXPORTS.	1895.	1896.
MERCHANDISE.		
Exports—Domestic.....	\$507,742,415	\$ 986,871,256
Foreign.....	17,117,721	19,007,161
Total.....	\$524,860,136	\$1,005,878,417
Imports—Free of Duty.....	\$384,816,181	\$ 821,911,526
Dutiable.....	416,853,216	858,604,707
Total.....	\$801,669,347	\$ 1,680,516,233
Excess of Exports.....	\$ 23,190,789	\$ 325,322,184
GOLD.		
Coin and Bullion—Exports.....	\$104,605,023	\$ 56,742,944
Imports.....	32,538,736	102,766,488
Excess of Exports.....	\$ 72,066,287	.....
Excess of Imports.....	.....	\$ 46,023,594
In Ore—Exports.....	\$ 362,379	\$ 209,621
Imports.....	1,867,666	1,968,124
Excess of Imports.....	\$ 1,495,277	\$ 1,758,503
SILVER.		
Coin and Bullion—Exports.....	\$ 53,883,153	\$ 63,029,336
Imports.....	11,286,007	12,604,677
Excess of Exports.....	\$ 42,547,146	\$ 50,514,759
In Ore—Exports.....	\$ 877,933	\$ 998,405
Imports.....	15,087,340	17,780,280
Excess of Imports.....	\$ 12,709,407	\$ 16,786,875

TRANSPORTATION.

By J. S. LEEDS,

Traffic Manager Business Men's League and Secretary Merchants' Exchange
Transportation Committee.

The enumeration at this time of the railroad transportation facilities which serve to move the commerce to and from St. Louis, with respect to their physical features, would be very nearly a repetition of what they were a year ago.

The year 1896 has not witnessed any very material change in the physical aspect of any of the systems which are counted as St. Louis railroads.

There have been no developments of a tangible character as to any new railroad enterprises with St. Louis as the initial or objective point.

The record of railway construction for the United States for 1896 was but a little over eighteen hundred miles, which is the lowest point reached for many years. The construction in the States tributary to St. Louis was as follows:

	Miles.		Miles.
Missouri.....	12	Tennessee.....	28
Kansas.....	1	Texas.....	83
Kentucky.....	15	Nebraska.....	None
Arkansas.....	69	Illinois.....	59
Iowa.....	5	Mississippi.....	56
Indian Territory.....	66	Louisiana.....	154
Total.....			550

This mileage, being distributed between thirty-seven different roads, indicating that the construction was mainly in extensions or branch lines of the roads already in operation.

A large territory tributary to St. Louis is rich in resources for trade and traffic, much of which is but slightly developed, and is an inviting field for enterprise and capital to bring it into requisition. The most important feature which can be employed to this end is cheap and quick transportation. Every effort should be put forth to secure this in the interest of St. Louis completely, as it is possible to do so. A great deal of this undeveloped country lies in close proximity to St. Louis, but owing to the unfavorable conditions for such work during the past year no material progress has been made.

There have been two or more projects under consideration for the building of connecting lines into Oklahoma—one from Sapulpa, the present

terminus of the St. Louis & San Francisco System, to Guthrie or Oklahoma City. The other from Claremore extending in a southwesterly direction through the Creek, Seminole and Chickasaw country to the border of Texas, at or near Whitesboro, with a branch from, at or near Okmulgee through to Purcell and beyond; both enterprises, if carried through, will greatly benefit this city. The latter especially would open up a country of unusual richness in resources—either or both of these lines would be much more direct than any now in existence between St. Louis and that territory.

The proposed extension of the Mobile & Ohio Railway from Columbus, Miss., to Montgomery, Ala., will, no doubt, be of material benefit to St. Louis. By connections through Savannah they will, no doubt, become a factor in the Atlantic Seaboard traffic with a line equal in facilities with some which are now engaged in that business. They will also become a more active competitor with the Louisville and Cincinnati lines.

The separation of the St. Louis & San Francisco Railroad from the Atchison, Topeka & Santa Fe System, which took place late in the year, is of too recent occurrence to realize just what the effect is to be, with respect to the trade of St. Louis with the territory covered by that road, but it cannot be otherwise than beneficial; as it will, doubtless have the effect of concentrating their interest more fully on this market, while we will lose nothing by the change, so far as the Atchison System is concerned.

The above are the more notable changes in the railroad situation which have taken place during the year just past. While some benefits are to be expected, some competition has been introduced into the field, which emphasizes the importance of a great commercial center such as St. Louis, being aggressive and fully prepared to meet and counteract such conditions. Competition in our interest should be fostered and encouraged, and every available means employed for the protection of the trade we have, as well as for a constant extension of our field of operations over a broader scope. Hearty co-operation should be extended to our railroads and other carriers to this end.

The various commercial organizations of St. Louis have manifested a great deal of interest during the past year in transportation problems affecting the city, and there appears to be a growing tendency to give the subject the attention which will lead to a better understanding of our situation with respect to other markets and with the carriers. Some of the more important, and what are considered vexatious questions, have received specific attention and treatment with a view to some re-adjustment on a basis more favorable to St. Louis. This has so far been carried on through negotiation and conference with the railroads. While results have not been all that were desired, a more thorough understanding of the subjects in hand has been reached, which will no doubt bring more satisfactory conditions in the end.

Like all other large trade centers St. Louis has its grievances to adjust, some of which are the subject of constant or periodical agitation, without

which it is not practicable to secure concerted action on such questions. St. Louis has the so-called Bridge Arbitrary, which has been the source of more agitation than any other one question with which they have had to deal. While the city has been phenomenally prosperous in spite of it, there is no doubt it would be more so if it were removed, and as it is manifestly an injustice and a clear case of discrimination there should be no cessation in the effort to secure its abrogation until it is accomplished.

There is no doubt but what the Mississippi River will in the near future be even a greater factor in the transportation facilities of St. Louis than it has been in the recent past. The development of the system of dredging in conjunction with the other methods which have been in use for improving the channel during low stages of water is proving to be a decided success.

While the River was not as low normally during the season of 1896 as during the two preceding years there was ample opportunity to demonstrate the practicability of the use of dredges as an adjunct to the other works in maintaining a navigable channel and as a result the river was kept navigable (with but slight interruption) during the entire season. It is now known that the United States Government has fully decided upon the use of dredges for future work on the river below this city. Preparations are now being perfected for the work of the season of 1897 with largely increased facilities for dredging, especially between St. Louis and Cairo, and we have assurances which may be relied upon that we may in future depend upon a channel of ample width and at least six feet in depth at the lowest stages of water, so that parties who are depending upon the river as a basis of operations may proceed with confidence.

The benefits of this to the grain trade and elevator interests will no doubt be appreciated, and profitable results to the general trade of the city will be realized.

The Western and Southwestern railroads within the past year have organized the Southwestern Traffic Association with supervision over Texas and Mexican traffic, and the Western Traffic Association covering Western traffic. Each Association is under control of a Board of Managers who supervise the rates on all competitive traffic, the purposes being obviously to curtail, as far as practicable, independent action and rate making by individual roads, the presumption being that the Board of Managers will secure to each road its fair proportion of the traffic to be moved. As far as the public is concerned, if each market as well as each railroad, could be fairly considered and dealt with accordingly and accorded their legitimate proportion of business according to their natural position or their ability to secure the business under an equitably adjusted and rigidly maintained schedule of rates, such organizations would possibly prove to be a benefit to the public as well as to the carriers.

As a general rule more importance is attached to the rates and facilities for distribution from large centers such as St. Louis, than to the upbuild-

ing of a market for the concentration and disposal of the products of the tributary territory.

It is my opinion that the rates and facilities for concentrating the products of the country and raw materials for our manufacturers at this city is at least of as great importance to the general prosperity as the rates of transportation outward. If a market of ample capacity can be maintained and be so recognized by the carriers as well as the producers, the selling and distribution of supplies and commodities naturally follows, while a failure to sustain a market of concentration is sure to cut both ways.

St. Louis is particularly well situated and adapted for such a market and distributing center, being well equipped with all of the necessary facilities, including transportation and capital to carry on a business fully equal to the requirements of the surrounding territory. The most important individual element necessary to the accomplishment this desired end is the transportation expense. The cheaper commodities, such as cereals and other products of the soil, as well as raw materials for manufacture, are the most sensitive and most easily influenced by slight differences in rates, because the item of transportation represents a greater percentage of the value than it does of the higher-priced commodities.

It must therefore become apparent to our commercial organizations that careful attention should be given to the expense of transportation to and from this market with respect to our relation to other markets.

BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1896.

AND COMPARISON WITH PREVIOUS YEARS.

**AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1896,**

FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.

BY	CARS.	TONS.	TOTAL TONS.
The St. Louis Bridge.....	36,345	1,148,214	1,416,547
" " By Wagon.....		278,833	
Merchants' Bridge.....	52,040		554,621
The Wiggins Ferry.....	27,851	417,765	827,368
" " By Wagon.....		400,443	
The Carondelet Ferry.....			144,100
Interstate Sand & Car Transfer Co	20		574
The Madison County Ferry			41,800
Total tons West to East during 1896.....			2,994,450
" " " " 1895.....			2,625,977
" " " " 1894.....			2,830,222
" " " " 1893.....			2,815,080
" " " " 1892.....			2,943,386
" " " " 1891.....			2,807,239
" " " " 1890.....			2,725,835
" " " " 1889.....			2,144,334
" " " " 1888.....			2,104,148
" " " " 1887.....			1,728,451
" " " " 1886.....			1,622,530

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

BY	CARS.	TONS.	TOTAL TONS.
The St. Louis Bridge.....	125,977	2,228,804	2,726,671
" " By Wagon.....		546,667	
Merchants' Bridge.....	47,384		805,191
The Wiggins Ferry.....	47,788	716,745	1,216,212
" " By Wagon.....		536,467	
The Carondelet Ferry.....			228,586
Interstate Sand & Car Transfer Co	448		2,584
The Madison County Ferry			44,000
St. Clair Ferry Co			16,000
Total Tons East to West during 1896.....			5,096,906
" " " " 1895.....			5,627,893
" " " " 1894.....			4,873,743
" " " " 1893.....			5,291,175
" " " " 1892.....			5,289,570
" " " " 1891.....			5,336,786
" " " " 1890.....			4,897,350
" " " " 1889.....			4,481,942
" " " " 1888.....			4,596,761
" " " " 1887.....			4,274,821
" " " " 1886.....			4,068,165
Total both Ways 1896.....			8,091,416
" " " " 1895.....			8,453,869
" " " " 1894.....			7,808,984
" " " " 1893.....			8,109,844
" " " " 1892.....			8,221,136
" " " " 1891.....			8,223,125
" " " " 1890.....			7,622,988
" " " " 1889.....			6,626,885
" " " " 1888.....			6,220,301

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1896. Bushels.	1895. Bushels.	1894. Bushels.	1893. Bushels.
Baltimore & Ohio S. W. R. R.....	10,288,875	11,874,755	11,838,975	14,066,825
Chicago, Alton & St. L. "	903,925	141,075	273,875	273,975
O. C. C. & St. Louis "	8,285,050	4,789,575	5,343,850	5,255,275
St. Louis & Iron M'tn "	90,000	105,725	48,850	47,950
St. L. Van. & T. H. "	7,882,725	8,858,750	7,613,500	10,079,400
Illinois Central "	17,845,800	15,411,650	14,531,975	14,180,100
Wabash "	9,087,475	9,987,825	7,471,600	7,050,650
Louisville & Nashville "	9,488,700	8,671,425	6,478,100	8,123,985
L. E. & St. Louis "	6,959,025	6,865,250	5,652,950	7,979,175
Mobile & Ohio "	2,638,225	8,809,800	2,257,800	4,645,025
Toledo, St. L. & K. O. "	2,617,275	1,828,510	3,782,800	4,567,500
Chicago, Peoria & St. L. "	8,808,425	4,265,625	1,839,325	3,039,650
Missouri Pacific "	5,875	15,975	73,525	4,950
St. L. & San Francisco "	1,700	24,975	22,700	10,675
St. L., Peoria & North'n "	10,681,175	12,267,075	6,755,000	7,584,975
St. L., Chi. & St. Paul " .....	.....	550	26,415	.....
St. L., Belleville & So. "	1,640,600	658,250	.....	.....
St. L., K. & N. W. "	92,525	.....	.....	.....
Chi., Burlington & Q. "	291,525	.....	.....	.....
From Ohio River	1,270,500	489,625	665,625	579,500
Total	87,677,600	86,599,965	74,644,375	88,143,861

NOTE.—Receipts of Anthracite Coal included in above receipts: 1887..... 181,000 tons.
 1888..... 136,390 "
 1889..... 121,530 "
 1890..... 124,335 "
 1891..... 139,050 "
 1892..... 187,327 "
 1893..... 173,658 "
 1894..... 186,494 "
 1895..... 207,784 "
 1896..... 218,955 "

Receipts of Coke 1879, 4,173,500 bushels, of 40 lbs.

"	1880,	3,547,100	"
"	1881,	13,580,700	"
"	1882,	10,086,800	"
"	1883,	6,856,500	"
"	1884,	3,190,150	"
"	1885,	3,500,000	"
"	1886,	5,463,950	"
"	1887,	2,584,350	"
"	1888,	6,757,550	"
"	1889,	8,646,300	"
"	1890,	9,319,850	"
"	1891,	6,524,250	"
"	1892,	8,914,400	"
"	1893,	7,807,000	"
"	1894,	6,856,900	"
"	1895,	7,180,300	"
"	1896,	5,596,900	"

Not included in receipts of Coal.

STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH
RAILROAD AND RIVER, FOR FOUR YEARS.

ROUTE.	1896.	1895.	1894.	1893.
Chicago & Alton R. R. (Mo. Div.).....	114,051	101,893	71,139	96,126
Missouri Pacific R. R.....	902,088	644,680	628,513	796,984
St. Louis & San Francisco R. R.	527,858	417,069	482,179	494,691
Wabash Railway (West).....	368,045	328,692	313,920	264,107
St. Louis, Kansas City & Colorado R. R.....	115,940	73,233	83,343	57,320
Missouri, Kansas & Texas R. R.....	291,618	267,114	267,363	.....
St. Louis, Iron Mountain & Southern R. R.....	870,600	925,498	909,905	1,013,463
Illinois Central R. R.....	998,299	962,194	962,542	1,008,918
Louisville & Nashville R. R.....	580,524	888,323	543,016	430,479
Mobile & Ohio R. R.....	442,105	486,761	368,693	486,335
Louisville, Evansville & St. Louis R. R.....	426,863	400,001	528,484	607,135
Baltimore & Ohio Southwestern R. R.....	742,762	701,730	632,326	725,032
Chicago, Alton & St. Louis (Main Line).....	254,517	194,489	172,739	145,999
Cleveland, Cincinnati, Chicago & St. L. R. R.....	427,877	542,805	526,413	506,334
Terre Haute & Ind. R. R. (Vandalia Line).....	615,678	808,370	735,465	908,005
Wabash Railroad (East).....	687,069	763,129	719,950	773,232
Toledo, St. Louis & Kansas City R. R.....	295,895	341,814	348,643	416,79
Chicago, Peoria & St. Louis R. R.....	367,397	354,784	262,453	240,193
Chicago, Burlington & Quincy R. R.....	590,052	232,020	362,758	430,469
St. Louis, Keokuk & Northwestern R. R.....	650,705	417,709	484,709	561,800
St. Louis, Chicago & St. Paul R. R.....	124,000	69,559	22,389	.....
Wabash Railway (Iowa Branch).....	64,606	46,216	71,505	45,353
St. Louis, Peoria & Northern Ry.....	438,817	494,879	288,061	335,304
St. Louis, Belleville & Southern Ry.....	66,085	27,497	.....	.....
Upper Mississippi River.....	61,165	78,170	111,400	111,70
Lower Mississippi River.....	345,105	289,080	219,195	216,300
Illinois River.....	80,325	30,600	41,890	50,95
Missouri River.....	1,245	3,270	5,480	8,000
Ohio River.....	62,640	85,440	35,575	33,50
Cumberland and Tennessee Rivers.....	87,275	23,575	42,245	52,70
Upper Mississippi River by Rafts.....	84,010	98,695	128,535	126,510
Total in Tons	11,484,881	10,998,174	10,096,430	11,007,444
Total by Rail.....	10,763,116	10,489,344	9,512,919	10,403,009
Total by River.....	671,765	508,830	583,510	599,435

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR FOUR YEARS.

ROUTE.	1896.	1895.	1894.	1893.
Chicago & Alton R. R. (Mo. Div.).....	45,972	49,699	51,084	66,884
Missouri Pacific R. R.....	437,848	504,281	378,062	449,396
St. Louis & San Francisco R. R.....	458,865	368,816	379,336	414,833
Wabash Railway (West)	341,867	325,650	261,996	393,021
St. Louis, Kansas City & Colorado R. R.....	7,702	7,188	11,656	14,136
Missouri, Kansas & Texas R. R.....	197,287	177,022	118,141	.....
St. Louis, Iron Mountain & Southern R. R.....	416,491	493,978	411,754	525,149
Illinois Central R. R.....	269,890	269,562	237,800	246,704
Louisville & Nashville R. R.....	297,125	202,262	226,565	270,208
Mobile & Ohio R. R.....	365,671	182,007	167,103	131,765
Louisville, Evansville & St. Louis R. R.....	221,994	124,089	165,123	182,043
Baltimore & Ohio Southwestern R. R.....	204,996	241,225	187,840	148,216
Chicago, Alton & St. Louis (Main Line).....	274,534	273,810	249,389	247,443
Cleveland, Cincinnati, Chicago & St. Louis....	224,337	295,019	266,918	331,439
Terre Haute & Ind. R. R. (Vandalia).....	232,768	800,418	348,663	363,338
Wabash Railway (East).....	322,922	422,421	393,091	490,353
Toledo, St. Louis & Kansas City R. R.....	289,773	232,026	191,921	251,889
Chicago, Peoria & St. Louis R. R.....	156,963	146,101	103,384	137,974
Chicago, Burlington & Quincy R. R.....	248,427	268,000	223,019	275,797
St. Louis, Keokuk & Northwestern R. R.....	340,875	370,844	339,597	550,269
St. Louis, Chicago & St. Paul R. R.....	50,646	33,040	12,219	.....
Wabash Railway (Iowa Branch).....	61,353	65,898	46,497	66,605
St. Louis, Peoria & Northern Railway.....	1,490	8,707	3,849	8,337
St. Louis, Belleville & Southern Railway.....	1,515	8,599	.....	.....
Upper Mississippi River.....	31,510	30,780	53,190	54,230
Lower Mississippi River.....	508,960	241,155	281,635	342,785
Illinois River.....	11,780	7,040	4,495	5,785
Missouri River.....	1,355	5,505	4,075	12,775
Ohio River.....	.....	.....	.....	.....
Cumberland and Tennessee Rivers.....	18,805	17,533	16,535	31,335
Red, White and Ouachita Rivers.....	.....	1,840	4,150	.....
Total in Tons.....	5,973,188	5,652,682	5,142,836	5,391,493
Total by Rail.....	5,400,728	5,349,327	4,790,356	5,534,493
Total by River.....	572,410	303,355	352,480	856,999

PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST ST. LOUIS TO NEW YORK, DURING 1896.

DATE.	Corn, Per 100 lbs	Grain (except Corn) and Mill Feed. Per 100 lbs.	*Meats, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to July 1st.....	28	33	35	46	30
July 1st to September 15th.....	17.5	23	35	46	30
September 15 to December 31st..	128	23	35	46	30

†Export Corn, October 1st to October 31st, 17½ cents per 100 lbs.

*Meats in bulk 5½ cents per 100 lbs.

CLASS RATES.

	1	2	3	4	5	6
To New York.....	87	75½	58	49½	35	29
To Boston.....	94	81½	63	44½	35	31
To Philadelphia.....	85	78½	56	38½	33	27
To Baltimore.....	84	72½	55	37½	33	26

Rate on Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York rates.

Rate on Grain from St. Louis Elevators 1½ cents per 100 lbs. more than East St. Louis rates.

Rates on other heavy freight from St. Louis 1½ to 5 cents per 100 lbs. more than East St. Louis rates.

ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS TO SOUTHERN CITIES DURING 1896.

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel.....	30	45	45
Pork per barrel.....	55	82	81
Grain per 100 lbs.....	12	20	20
†Meat packed, per 100 lbs.....	18	30	30
†Meat loose, per 100 lbs.....	18	30	30
Hay per 100 lbs.....	12	20	20

† From October 2d to October 21st rates on Meats were reduced 5c per 100 lbs.

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs.		Per 100 lbs.
1896.....	28 cts.	1888.....	28½ cts.
1895.....	23.57 "	1887.....	32 2-15 "
1894.....	24.78 "	1886.....	30 "
1893.....	23.50 "	1885.....	29 1-7 "
1892 On Grain.....	26.62 "	1884.....	28 "
1891 On Wheat.....	29 "	1883.....	28 "
1891 On Corn.....	28½ "	1882.....	28 "
1890 On Wheat.....	27½ "	1881.....	28 "
1890 On Corn.....	28½ "	1880.....	28 "
1889 Except Corn.....	28½ "	1879.....	28½ "
1889 On Corn.....	26 "	1878.....	28 "

THE RIVERS.

The year 1896 was one of much encouragement to river interests. For the first time for several years there was during the entire season a fair depth of channel of six feet or over, except perhaps two weeks in January when the stage fell to five feet. This condition, with the further fact that the river was not at any time closed by ice, resulted in a large increase in the amount of freight handled, as will be seen by the following table:

	1896.	1895.	1894.
Tons received by steamboats and barges	587,755	410,145	455,175
Tons received by rafts.....	84,010	98,658	128,355
Tons shipped by steamboats and barges.....	572,410	808,855	868,080
Total.....	1,244,175	812,185	946,590

The tonnage for 1896 was the largest since 1890, and fifty per cent in excess of 1895.

The large increase in freight shipped was the movement of bulk grain southward which amounted to 10,527,208 bushels against 1,690,417 the previous year, and which was the greatest amount thus shipped since 1889, when 14,145,046 bushels were handled by the barges.

The probability, or perhaps the certainty, that hereafter there will be at least a 6-foot stage of water at all times will insure to the river trade a return of its old time prosperity. The plan adopted and now being pursued by the general government of maintaining a channel by the means of dredges, has passed the experimental stage, and the government engineers do not hesitate to say that a depth of at least 6 feet will be maintained from St. Louis to Cairo, and a greater depth below, even in seasons of extreme low water.

The business of the Upper Mississippi and the Illinois River as well as the Tennessee, was very satisfactory and an increase over the last few years.

Capt. Austin R. Moore, Treasurer of the St. Louis & Mississippi Valley Transportation Company, gives the following review of the business of the lower river:

During the past few years reports of river conditions and traffic on the lower Mississippi have been characterized, and justly so, by a marked degree of depondency. The season of 1896, just closing, presents not only a more satisfactory retrospect, but fully warrants a more optimistic view of the future. While in some measure we have been favored with

more seasonable and well distributed rainfall, yet we must award due and proper credit to the efforts of the United States Engineer Corps, and the Mississippi River Commission to maintain deeper and well-defined channels. Especially has this been the case, hence to Cairo, under the direction and personal study of Major Handbury, whose untiring efforts to demonstrate the virtue of dredging and movable jetties, even with his limited and experimental facilities, must call forth the commendation of all river interests—whether navigators or shippers. While the system of dredging thus far, has been to some extent experimental, sufficient headway has been gained to establish the fact that with the completion of additional dredges, now under construction, full and satisfactory results will be reached. The closing days of the season have also felt the good effects of favorable weather; thereby shortening the accustomed ice embargo between St. Louis and Cairo. While the exhaustive annual reports of the Merchants' Exchange may be said to form a summary of all local interests and enterprise, yet they must serve in a great measure as an index to the temperature and pulse of the commercial interests of the whole Mississippi Valley—hence it may not prove inappropriate just here to refer to the danger which now menaces this general interest by the crevasse which threatens to rob the jetty passage of its requisite depth. There is every reason, however, to believe, at this writing, that Congress will earnestly and promptly legislate to avert this calamity.

Mr. Isaac P. Lusk, General Freight and Passenger Agent of the Diamond Jo Line, makes the following report of the business on the upper river:

The traffic on the Upper Mississippi River during the season of 1896 was very satisfactory.

There has been a steady increase in the passenger travel for several years, and the past season was no exception, this company having carried the largest number of passengers that they have for several years. In the later part of the season the new and magnificent large side-wheel steamer Quincy was put in service, but she made only two trips and was then compelled to lay up with the balance of the boats on account of low water.

All the boats running through from St. Louis to St. Paul laid up early in September on account of low water.

The first steamer left St. Louis for Keokuk, Iowa, April 11th, and the first steamer for St. Paul left St. Louis May 2nd.

While the boats running through to St. Paul laid up early in September the service was continued between St. Louis and Keokuk until November 3rd, 1896.

The freight traffic was fairly satisfactory, the north-bound business being merchandise principally, but it was very noticeable that the shipments were mostly of small size, there being very few car lots.

The south-bound shipments of grain were smaller than usual, but the flour shipments were somewhat heavier. Owing to the proximity of

Chicago to most of the northern points on our route it is only by means of the low freight rates offered by the river route that St. Louis merchants are enabled to sell many lines of goods, and if a fair stage of water could be depended upon from the opening of navigation until the close of same by ice, there is no question but what the trade of St. Louis could be largely increased. In the spring of 1897 or upon the opening of navigation a semi-weekly line will be run between St. Louis and St. Paul, Minn., and a tri-weekly line between St. Louis, Mo., and Keokuk, Iowa.

The cyclone in May wrecked the steamer Pittsburg, one of the Company's largest boats. She has since been rebuilt, and will enter the trade between St. Louis and St. Paul upon the opening of navigation.

All of the Company's boats are now practically new, and with a larger tonnage and boats better adapted to the traffic than have been on the Upper Mississippi for a number of years

Mr. Thomas Peniston, General Freight Agent of the Eagle Packet Company, gives the following report of the business of the Illinois River:

Trade on the Illinois River for 1896 was an improvement over the last two or three years. The Eagle Packet Company placed the steamer D. H. Pike in the trade between St. Louis and Peoria on the 1st day of March last, making regular semi-weekly trips, doing a large business, notwithstanding the failure of the apple crop in Calhoun and adjacent counties. Upon the whole the steamboat company was well satisfied with the business. Had there been no failure of the apple crop, the business of 1896 would have been larger than for many years.

Mr. John E. Massengale, Secretary of the St. Louis and Tennessee River Packet Company, reports as follows:

We take pleasure in saying, and look on it with pride, that the St. Louis and Tennessee River trade improved largely during the year 1896. We note the largest increase was in live stock coming to this market. Louisville and Cincinnati formerly enjoyed this trade, getting thousands of head of cattle and hogs, that we are now sharing with them. We also note an increase in flour and general merchandise from this market to the Tennessee and Cumberland Rivers. Our boats plied between St. Louis and points on Tennessee River during the entire year, we had but short season of low water, and have not been interfered with by ice.

DEPTH OF CHANNEL SOUTHWARD.

Capt. James Good, Superintendent of Barge Line, reports the stage of water during the year as follows:

TRADE AND COMMERCE OF

ST. LOUIS TO CAIRO.

January 1 to 10.....	10 ft.	June 1 to 30.....	12 ft.
" 10 to 15.....	7 "	July 1 to 31.....	13 "
" 15 to 31.....	5 "	August 1 to 30.....	10 "
February 1 to 20.....	8 "	" 20 to 31.....	8 "
" 20 to 29.....	6 "	September 1 to 10.....	7 "
March 1 to 21.....	6½ "	" 10 to 20.....	6 "
" 21 to 31.....	9 "	" 20 to 30.....	7 "
April 1 to 30.....	8 "	October 1 to 31.....	7 "
May 1 to 20.....	12 "	November 1 to 30.....	8 "
" 20 to 31.....	15 "	December 1 to 31.....	6 "

CAIRO TO NEW ORLEANS.

January 1 to 15.....	12 ft.	August 20 to 31.....	12 ft.
" 15 to 31.....	10 "	September 1 to 20.....	10 "
February 1 to 29.....	15 "	" 20 to 30.....	8 "
March 1 to 31.....	15 "	October 1 to 10.....	7 "
April 1 to 20.....	20 "	" 10 to 20.....	9 "
" 20 to 30.....	15 "	" 20 to 31.....	7 "
May 1 to 31.....	15 "	November 1 to 15.....	9 "
June 1 to 30.....	18 "	" 15 to 30.....	10 "
July 1 to 31.....	15 "	December 1 to 15.....	12 "
August 1 to 20.....	15 "	" 15 to 31.....	10 "

For the past thirty seasons navigation southward has been suspended by ice as follows:

Winter 1865-66, from December 15th to January 13th.....	27 days.
" 1866-67, " December 26th to February 3d	38 "
" 1867-68, " January 8th to February 18th	40 "
" 1868-69, open all winter.	
" 1869-70, from December 31st to December 28th	7 "
" 1870-71, " December 31st to January 23d	23 "
" 1871-72, " December 1st to 18th, and from January 30th to Feb. 24th	43 "
" 1872-73, from November 20th to January 20th	51 "
" 1873-74, open all winter.	
" 1874-75, from December 30th to February 27th	58 "
" 1875-76, open all winter.	
" 1876-77, from December 8th to February 5th	58 "
" 1877-78, open all winter.	
" 1878-79, from December 16th to January 29th and February 14th to 17th....	46 "
" 1879-80, from December 17th to December 31st inclusive	15 "
" 1880-81, from Nov. 18 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to Feb. 18.....	73 "
" 1881-82, open all winter.	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	59 "
" 1883-84, from Dec. 18 to Feb. 5.....	45 "
" 1884-85, from Dec. 19th to 30th, and 35 days in January and February....	47 "
" 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7th to Feb. 16th.....	55 "
" 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27	49 "
" 1887-88, from Dec. 19 to Jan. 31.....	42 "
" 1888-89, open all winter.	
" 1889-90, open all winter.	
" 1890-91, open all winter.	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 30th to Feb. 15.....	51 "
" 1893-94, open all winter.	
" 1894-95, from January 1st to March 1st.....	59 "
" 1895-96, open all winter.	
" 1896-97, open to close of 1896; prospects for open river all winter.	

STEAMERS AND BARGES

Permanently and temporarily enrolled and licensed at the Port of St. Louis on the 31st day of December, 1896:

	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent enrolled steamers (wood).....	87	30,652.46	30,175.76
" " barges	87	83,027.02	81,936.15
" " steamers (iron).....	4	1,690.29	1,639.32
" " licensed st'm's, under 20 tons (wood)	6	68.95	56.95
" " " " 20 " (iron).....	3	86.53	44.99
" " barges " 20 "	2	27.79	27.79
" " yachts " 20 "	3	30.23	25.77
Total.....	192	114,613.24	112,907.17

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1896:

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1896.

MONTH.	Highest.	Date.	Lowest.	Date.
	ft. 10ths.	"	ft. 10ths.	
January	15 4	1	4 4	31
February	10 6	15	4 6	1
March	9 2	2	4 7	21
April	13 2	13	5 8	8
May	27 7	26	18 6	1
June	25 0	6	17 0	26
July	21 8	23	18 6	17
August	15 8	6	9 5	31
September	10 5	23, 24	5 5	13, 14
October	7 6	1	4 4	31
November	9 8	7	4 4	1
December	7 8	21	8 8	11

Highest stage during the year..... 27.7 feet, May 26th.
 Lowest stage during the year..... 3.8 " December 11th.
 Absolute range..... 23.9 "
 Greatest monthly range..... 14.1 " May.
 Least monthly range..... 8.2 " October.
 Mean range..... 6.8 "

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1873..	April 11.....	25 ft.- 5 in.	1873..	Nov. 30 and Dec. 1.....	4 ft.- 8 in.
1874..	April 24.....	18 ft.-11 in.	1874..	December 30 and 31.....	3 ft.- 4 in.
1876..	August 3.....	29 ft.-11 in.	1875..	January 8.....	2 ft.- 9 in.
1876..	May 10 and 11.....	32 ft.- 5 in.	1876..	February 7.....	5 feet.
1877..	June 14.....	26 ft.- 6 in.	1877..	October 4.....	6 ft.-10 in.
1878..	June 15.....	25 ft.- 8 in.	1878..	December 27.....	5 ft.-11 in.
1879..	July 3.....	31 ft.- 2 in.	1879..	December 26.....	3 ft.- 6 in.
1880..	July 10, 11 and 13.....	25 ft.- 5 in.	1880..	November 29.....	2 ft.-10 in.
1881..	May 5.....	31 ft.- 7 in.	1881..	February 4, 5 and 6.....	7 ft.- 7 in.
1882..	July 5.....	32 ft.- 4 in.	1882..	December 13.....	3 ft.-10 in.
1883..	June 25.....	34 ft.- 8 in.	1883..	January 12.....	4 ft.- 5 in.
1884..	April 9.....	28 ft.- 2 in.	1884..	January 4.....	8 ft.- 4 in.
1885..	June 17.....	27 feet.	1885..	December 16 and 17.....	2 ft.- 1 in.
1886..	May 13.....	27 feet.	1886..	December 4 and 5.....	0 ft.- 0 in.
1887..	April 3.....	30.5 feet.	1887..	December 26 and 27.....	0.8 feet.
1888..	June 8 and 4.....	29.3 feet.	1888..	January 1.....	3.5 feet.
1889..	June 1.....	24.4 feet.	1889..	February 27.....	2.7 feet.
1890..	June 30.....	30.7 feet.	1890..	December 30 and 31.....	2.3 feet.
1891..	July 4.....	23.7 feet.	1891..	December 6.....	2.3 feet.
1892..	May 19.....	36.0 feet.	1892..	December 27.....	0.2 feet.
1893..	May 3.....	31.5 feet.	1893..	December 9.....	0.0 feet.
1894..	May 12.....	21.3 feet.	1894..	February 3.....	0.3 feet.
1895..	December 22.....	23.3 feet.	1895..	January 3.....	-0.5 feet.
1896..	May 26.....	27.7 feet.	1896..	December 11.....	3.8 feet.

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1896—FROM WEATHER BUREAU RECORDS.

MONTH.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
January.....	15.4	14.2	13.1	11.8	10.3	8.9	8.5	7.8	7.2	6.5	6.0	5.6	5.4	5.1	5.2	5.2	5.1	5.1	5.1	5.0	4.8	4.7	4.7	4.9	5.3	5.2	4.8	4.6	4.5	4.4	4.4
February.....	4.6	5.1	6.3	6.9	7.1	7.1	7.4	7.6	7.4	7.1	6.8	6.4	6.9	9.0	10.6	10.2	9.5	9.3	8.9	8.1	7.3	6.2	5.7	5.3	5.2	5.6	6.2	7.4	8.1	...	....
March.....	8.6	9.2	9.1	8.5	8.5	8.3	8.0	7.6	7.3	7.1	6.9	6.7	6.4	6.2	6.0	5.8	5.6	5.2	5.0	4.9	4.7	4.8	4.9	5.1	5.4	6.2	7.1	7.1	7.5	8.1	8.4
April.....	8.0	7.5	7.0	6.7	6.4	6.1	5.9	5.8	5.9	6.2	10.0	12.6	13.2	13.0	12.6	12.3	12.0	11.6	11.0	10.4	10.2	9.9	9.7	9.5	9.4	9.6	10.1	10.9	11.6	12.6	....
May.....	13.6	13.9	14.6	14.0	14.1	14.0	14.0	14.2	14.4	14.6	15.0	15.1	14.8	14.6	14.1	14.0	14.0	14.0	16.2	20.5	23.8	24.9	28.6	28.5	27.2	27.7	27.2	27.6	27.0	28.8	28.3
June.....	24.3	23.9	24.3	24.5	24.7	26.0	24.8	24.2	24.1	22.6	23.1	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
July.....	17.5	18.0	18.0	18.2	18.7	18.6	18.0	17.8	18.1	18.0	17.9	18.2	18.7	18.9	18.6	18.3	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7
August.....	14.7	14.9	15.1	15.5	15.7	15.8	15.7	15.3	14.6	13.9	13.8	13.2	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9
September.....	8.9	8.5	8.1	7.7	7.4	7.0	6.7	6.4	6.2	5.9	5.7	5.6	5.5	5.5	5.9	6.2	6.2	6.2	6.7	7.6	8.6	9.7	10.5	10.5	9.9	9.5	9.3	8.9	8.9	8.0	....
October.....	7.6	7.2	6.8	6.6	6.4	6.4	6.2	6.1	6.0	5.9	5.8	5.9	6.0	6.0	6.3	6.5	6.4	6.1	5.8	5.6	5.5	5.3	5.2	5.1	4.9	4.8	4.7	4.6	4.5	4.5	4.4
November.....	4.4	4.5	5.0	6.2	7.1	8.4	9.2	9.1	8.5	7.9	7.5	7.3	7.0	6.8	6.6	6.6	6.6	6.7	6.8	6.8	6.8	6.6	6.5	6.4	6.2	6.1	6.1	6.0	5.8	5.6	....
December.....	5.5	5.5	5.7	6.1	5.9	5.4	4.8	4.5	4.2	4.0	3.8	3.9	4.2	4.6	5.0	5.4	6.0	6.7	7.4	7.7	7.8	7.7	7.5	7.4	7.4	7.3	6.9	6.6	6.5	6.4	6.4

+ Gauge covered with mud.

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1896.

ARRIVALS.

1896.	Upp'r Miss.	Low'r Miss.	Illin- ois.	Mis- sour.	Ohio.	Cumb & Tenn.	Total Stems	Barg's C'ls & So's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Miss'p.
January.....	4	53	.....	1	.....	2	59	86	5,985	.....
February.....	4	79	3	.....	3	10	98	100	30,710	.....
March.....	16	110	25	.....	1	17	169	155	49,635	.....
April.....	62	115	28	5	1	19	238	169	70,375	3,040
May.....	75	123	34	6	2	10	239	191	65,935	12,060
June.....	78	99	11	1	3	15	202	135	63,670	15,650
July.....	81	145	18	.....	4	11	354	147	88,975	17,650
August.....	78	103	13	5	.....	15	314	123	52,230	10,300
September.....	69	96	16	.....	.....	7	188	98	35,610	17,730
October.....	56	101	9	1	.....	8	175	106	31,065	6,990
November.....	44	98	7	1	1	5	156	95	39,500	.....
December.....	2	78	4	.....	.....	4	83	75	25,196	.....
Total.....	564	1,183	151	30	14	133	2,065	1,425	587,755	84,010

DEPARTURES.

1896.	Upp'r Miss.	Low'r Miss.	Illin- ois.	Mis- sour.	Tenn.	Ohio	White, Red & C'ls'a.	Total Dep'ts	Tons Ship'd
January.....	8	50	.....	.....	3	.....	.....	58	10,845
February.....	4	78	1	.....	1	.....	.....	87	87,686
March.....	23	99	23	1	11	.....	.....	157	55,610
April.....	63	108	27	5	11	.....	.....	214	64,515
May.....	69	115	18	5	7	1	.....	215	73,620
June.....	79	83	9	1	11	.....	.....	132	45,440
July.....	84	140	13	.....	6	2	.....	245	50,900
August.....	79	104	13	4	10	.....	.....	310	63,785
September.....	70	90	16	.....	5	.....	.....	181	48,900
October.....	49	97	9	1	9	.....	.....	165	38,130
November.....	37	100	6	.....	4	1	.....	149	42,840
December.....	1	69	4	1	9	.....	.....	84	47,780
Total.....	561	1,181	139	19	91	4	.....	1,945	572,410

ARRIVALS AND DEPARTURES FOR SEVENTEEN YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumb'r & L'gs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1896.....	3065	1435	587,755	84,010	1896.....	1945	573,410
1895.....	3007	1196	410,115	98,635	1895.....	1904	303,355
1894.....	2061	1945	455,175	128,855	1894.....	1993	363,080
1893.....	2037	1003	472,395	125,510	1893.....	2009	436,900
1892.....	2053	1090	558,980	130,220	1892.....	2013	502,315
1891.....	1861	1019	490,050	142,090	1891.....	1845	512,330
1890.....	1937	1274	530,790	132,940	1890.....	1910	617,995
1889.....	2126	1474	543,990	137,685	1889.....	2211	712,700
1888.....	2079	1944	597,955	130,855	1888.....	2676	510,115
1887.....	2361	1973	653,890	213,165	1887.....	2228	687,080
1886.....	2067	1269	570,205	900,785	1886.....	2102	561,895
1885.....	1878	1030	479,085	217,860	1885.....	1823	534,175
1884.....	2048	999	520,350	240,330	1884.....	2018	514,310
1883.....	2240	1185	629,235	231,235	1883.....	2140	577,340
1882.....	2637	1810	809,090	371,490	1882.....	2427	769,905
1881.....	2426	1585	853,410	356,090	1881.....	2340	894,035
1880.....	2671	1831	893,860	198,315	1880.....	2296	1,033,350

RIVER TONNAGE BY MONTHS.

Receipts by River in Tons, 1896.

MONTHS.	Upper Miss.	Lower Miss.	Illinois.	Missouri.	Ohio.	Cumb. & Tenn.	Lumber & Logs By Rafts.	Total Tons.
January.....	540	4,505	.....	.....	.....	920	.....	5,965
February.....	630	16,003	680	.....	3,870	9,525	.....	30,710
March.....	2,050	28,866	2,620	.....	4,960	11,150	.....	49,666
April.....	5,220	32,600	10,800	186	6,405	15,565	3,040	73,315
May.....	4,985	47,045	8,555	480	24,310	10,560	13,060	107,995
June.....	7,445	33,035	1,020	90	12,035	10,005	15,650	79,330
July.....	18,600	53,200	2,015	.....	8,830	6,770	17,650	106,665
August.....	11,530	29,825	2,465	490	40	7,890	10,900	63,120
September.....	4,080	26,970	1,020	.....	.....	3,540	17,720	53,330
October.....	2,980	23,365	790	.....	10	3,910	6,990	33,945
November.....	2,985	28,195	810	.....	1,020	5,490	.....	38,500
December.....	60	21,475	60	.....	1,650	1,960	.....	25,195
Total.....	61,165	345,105	80,835	1,245	62,640	87,275	84,010	671,765

TONS OF FREIGHT SHIPPED BY RIVER, 1896.

1896.	Upper Miss.	Lower Miss.	Illinois River.	Miss'ri River.	Ohio River.	Tenn. River.	White, Red & O'h'ta Rivers.	Total Tons.
January.....	.....	9,890	.....	.....	.....	965	.....	10,845
February.....	.....	36,596	.....	.....	.....	1,100	.....	37,696
March.....	150	51,530	1,050	.....	.....	2,890	.....	55,610
April.....	2,180	67,400	1,705	490	.....	2,740	.....	64,515
May.....	12,620	66,795	1,825	530	.....	2,230	.....	73,530
June.....	8,060	88,800	1,286	.....	.....	2,615	.....	45,440
July.....	3,960	43,980	1,785	.....	.....	1,175	.....	50,900
August.....	3,765	55,165	1,486	815	.....	3,006	.....	61,730
September.....	2,305	38,690	1,165	.....	.....	740	.....	42,900
October.....	1,620	34,470	1,480	.....	.....	660	.....	38,130
November.....	1,850	39,170	620	.....	.....	800	.....	42,440
December.....	.....	46,506	.....	.....	.....	1,275	.....	47,780
Total.....	31,510	508,960	11,780	1,355	.....	16,805	.....	572,410

SHIPMENTS OF BULK GRAIN BY BARGES TO NEW ORLEANS
DURING 1896.

1896.	BOAT.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Pkge. Frt., Tons.	Bulk Grain, Tons.	Total Tons.
Jan. 10	Jay Gould and barges....	21,000	15,530	.....	886	1,064	1,950
" 30	Jay Gould ".....	.....	54,500	.....	.....	1,530	1,530
Feb. 8	Exporter ".....	.....	55,000	.....	.....	1,540	1,540
" 6	Jay Gould ".....	.....	94,500	.....	.....	2,645	2,645
" 7	Exporter ".....	32,000	87,000	.....	630	1,990	2,620
" 12	Exporter ".....	.....	82,600	.....	.....	2,810	2,810
" 12	Jay Gould ".....	.....	85,000	.....	.....	2,890	2,890
" 17	Exporter ".....	.....	124,123	.....	650	8,475	4,125
" 17	Jay Gould ".....	.....	114,800	.....	.....	8,215	8,215
" 25	Jay Gould ".....	.....	65,500	.....	.....	1,885	1,885
" 27	Exporter ".....	.....	74,000	.....	.....	2,070	2,070
" 29	Jay Gould ".....	.....	46,048	.....	500	1,390	1,700
Mar. 8	Exporter ".....	.....	119,700	.....	.....	8,850	8,850
" 4	Jay Gould ".....	.....	108,450	.....	.....	8,085	8,085
" 8	Exporter ".....	.....	44,500	.....	808	1,247	2,060
" 11	Jay Gould ".....	.....	84,500	.....	.....	2,865	2,865
" 12	H. M. Hoxie ".....	.....	79,066	.....	.....	2,215	2,215
" 14	Exporter ".....	.....	79,134	.....	.....	2,215	2,215
" 16	Harvester ".....	.....	28,421	.....	950	795	1,745
" 16	Jay Gould ".....	.....	75,800	.....	.....	2,120	2,120
" 20	Exporter ".....	.....	66,745	.....	.....	1,970	1,970
" 23	Harvester ".....	.....	66,582	.....	.....	1,665	1,665
" 25	Exporter ".....	.....	49,000	.....	840	1,845	1,685
" 26	Harvester ".....	.....	99,500	.....	.....	2,790	2,790
" 30	Exporter ".....	.....	128,500	.....	482	8,648	8,975
" 30	Jay Gould ".....	.....	90,000	.....	.....	2,520	2,520
" 31	Harvester ".....	.....	128,000	.....	.....	8,445	8,445
April 7	Harvester ".....	.....	88,545	.....	.....	2,840	2,840
" 10	Harvester ".....	.....	52,495	.....	885	1,470	1,955
" 13	Oakland ".....	.....	187,500	.....	.....	5,250	5,250
" 13	Jay Gould ".....	.....	180,456	.....	.....	8,650	8,650
" 13	Future City ".....	.....	183,000	.....	.....	8,725	8,725
" 14	Harvester ".....	.....	128,000	.....	191	8,584	8,775
" 17	Jay Gould ".....	.....	124,000	.....	.....	8,470	8,470
" 19	Harvester ".....	24,000	105,800	.....	838	8,682	4,075
" 21	Jay Gould ".....	46,000	50,000	.....	.....	2,780	2,780
" 23	Harvester ".....	80,000	60,500	.....	.....	2,695	2,695
" 25	Harvester ".....	.....	33,500	.....	482	983	1,420
" 30	Harvester ".....	.....	96,513	.....	.....	2,700	2,700
" 30	Jay Gould ".....	.....	48,500	40,000	479	1,996	2,475
May 4	Harvester ".....	.....	188,000	.....	.....	8,965	8,965
" 5	Jay Gould ".....	.....	151,500	.....	.....	4,240	4,240
" 8	H. M. Hoxie ".....	98,200	47,461	.....	.....	4,125	4,125
" 8	Harvester ".....	.....	94,216	.....	1,443	2,687	4,060
" 14	Future City ".....	.....	67,000	78,927	1,382	8,138	4,520
" 15	Harvester ".....	85,289	46,000	.....	.....	8,850	8,850
" 21	Harvester ".....	22,833	128,000	.....	.....	4,270	4,270
" 22	Exporter ".....	125,000	.....	.....	830	3,750	4,580
" 29	H. Lourey ".....	100,000	96,500	.....	816	5,704	6,520
June 6	H. M. Hoxie ".....	44,318	93,000	.....	.....	8,955	8,955
" 6	H. Lourey ".....	58,854	.....	.....	1,290	1,765	8,065
" 13	H. Lourey ".....	79,000	50,500	.....	.....	3,785	8,785
" 14	Future City ".....	84,000	44,800	.....	1,785	1,975	3,760
" 20	Future City ".....	.....	70,200	.....	1,800	1,965	8,765
" 27	S. H. H. Clark ".....	.....	90,000	.....	1,635	2,520	4,215
July 4	H. M. Hoxie ".....	162,368	.....	.....	1,425	8,970	5,295
" 13	Oakland ".....	.....	140,000	.....	1,100	2,560	8,660
" 16	H. Lourey ".....	.....	118,800	.....	.....	8,825	8,825
" 20	H. Lourey ".....	.....	88,501	.....	1,425	1,000	2,425
" 25	Future City ".....	49,520	108,500	.....	.....	4,880	4,880
" 26	H. M. Hoxie ".....	40,070	50,000	.....	913	2,602	8,515
" 29	H. M. Hoxie ".....	.....	153,000	.....	.....	4,285	4,285
Aug. 3	H. M. Hoxie ".....	.....	115,000	44,868	790	8,980	4,720
" 6	Oakland ".....	.....	195,800	.....	.....	5,490	5,480
" 8	Harvester ".....	.....	92,800	.....	.....	2,585	2,585
" 11	Harvester ".....	.....	45,500	.....	855	1,275	2,180
" 12	Harvester ".....	.....	128,800	.....	.....	8,465	8,465
" 14	H. Lourey ".....	20,000	61,050	.....	700	2,810	8,010

SHIPMENTS OF BULK GRAIN BY BARGES TO NEW ORLEANS DURING 1896.—Continued.

1896.	BOAT.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Pkgs. Frt., Tons.	Bulk Grain, Tons.	Total Tons.
Aug. 18	H. Lourey and barges...	.....	110,500	.....	.....	8,065	8,065
" 18	H. Lourey " .....	.....	96,413	.....	.....	2,630	2,630
" 20	Harvester " .....	.....	79,589	.....	.....	2,280	2,280
" 23	Future City "	90,000	17,000	.....	.....	8,175	8,175
" 26	H. M. Hoxie " .....	.....	62,000	26,006	910	2,185	8,045
" 28	Exporter "	69,631	45,000	.....	.....	8,250	8,250
" 29	Harvester "	28,868	.....	.....	.....	865	865
" 31	Harvester "	31,500	.....	.....	545	945	1,490
Sept. 6	Harvester "	24,600	26,800	.....	835	1,490	2,325
" 7	Exporter "	40,000	.....	.....	.....	1,845	1,845
" 15	Exporter " .....	.....	62,005	.....	.....	1,785	1,785
" 15	Harvester " .....	.....	37,600	.....	575	1,050	1,625
" 20	Exporter " .....	.....	36,363	.....	646	1,084	1,690
" 20	Harvester "	22,800	45,900	.....	.....	1,970	1,970
" 23	Harvester " .....	.....	70,500	68,744	.....	2,985	2,985
" 23	Harvester " .....	.....	104,200	.....	.....	2,930	2,930
" 26	Exporter "	38,280	52,842	.....	800	2,465	2,765
" 30	Exporter " .....	.....	86,000	.....	.....	2,410	2,410
" 30	Harvester "	40,000	34,100	.....	230	2,155	2,435
Oct. 8	Harvester " .....	.....	72,801	.....	.....	2,040	2,040
" 7	Harvester " .....	.....	40,000	.....	975	1,120	2,055
" 12	Harvester " .....	.....	.....	117,100	.....	1,875	1,875
" 15	Exporter " .....	.....	.....	67,838	535	1,075	1,610
" 17	Harvester "	21,000	.....	.....	1,005	1,630	1,630
" 19	Exporter "	60,400	.....	.....	.....	1,810	1,810
" 21	Harvester "	22,000	49,500	.....	.....	2,045	2,045
" 24	Exporter "	7,000	56,853	.....	.....	1,580	1,580
" 28	Harvester " .....	.....	82,500	.....	835	910	1,745
" 30	Exporter " .....	.....	61,559	.....	.....	1,725	1,725
Nov. 1	Harvester "	40,000	22,500	.....	.....	1,630	1,630
" 6	Exporter "	40,000	32,500	.....	510	2,110	2,620
" 9	Harvester " .....	.....	123,500	.....	.....	8,460	8,460
" 10	Exporter "	40,000	69,890	.....	.....	8,140	8,140
" 12	Harvester " .....	.....	51,400	.....	605	1,440	2,045
" 14	Exporter " .....	.....	78,400	.....	.....	2,195	2,195
" 16	Harvester " .....	.....	69,900	.....	.....	1,960	1,960
" 19	Exporter " .....	.....	50,790	.....	330	1,430	1,760
" 29	Harvester "	28,200	38,000	.....	270	1,675	1,945
Dec. 2	Exporter "	19,929	46,030	.....	.....	1,885	1,885
" 8	Harvester "	10,505	43,500	.....	150	1,540	1,695
" 7	Exporter " .....	.....	60,985	.....	170	1,705	1,875
" 10	Harvester " .....	.....	52,500	.....	135	1,470	1,605
" 14	Exporter " .....	.....	56,900	.....	95	1,584	1,680
" 16	Harvester " .....	.....	70,000	.....	960	1,960	2,620
" 17	Exporter " .....	.....	69,800	.....	.....	1,950	1,950
" 21	Harvester " .....	.....	60,800	.....	330	1,700	2,030
" 22	Exporter " .....	.....	105,000	.....	.....	2,940	2,940
" 24	Harvester " .....	.....	89,100	.....	.....	2,435	2,435
" 26	Exporter " .....	.....	56,800	.....	635	1,575	2,210
" 28	Harvester " .....	.....	64,500	.....	.....	1,805	1,805
" 30	Exporter " .....	.....	71,900	.....	.....	2,015	2,015
Total from St. Louis		1,782,568	8,856,087	486,558	36,902	267,126	824,600
From Belmont and Cairo—							
January			156,500	.....	.....	4,390	4,390
February			68,929	.....	.....	1,790	1,790
March			92,100	.....	.....	2,590	2,590
April			55,000	.....	.....	1,540	1,540
May			41,000	.....	.....	1,150	1,150
Grand Total		1,782,568	8,766,616	486,558	36,902	296,566	835,470

SHIPMENTS BY SOUTHERN BOATS DURING 1896.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
Apples, Bbls.....	1,188	1,068	254
Ale and Beer, Pkgs.....	5,752	24,304	2,519
Bagging, Pieces.....	22,991	8,171	886
Barley, Sacks.....	21		
Barley, Bu.....			
Barbed Wire, Lbs.....	75,050	1,354,100	104,000
Butter, Lbs.....	13,710	6,400	13,280
Bran, Sacks.....	48,685	806	156
Cattle, Head.....	2	90	
Corn, Sacks.....	28,454	198	1,015
Corn in Bulk, Bu.....	8,353,087		
Corn Meal, Bbls.....	86,888	2,162	73
Cotton, Bales.....		1	
Cotton Seed Meal, Tons.....			
Eggs, Pkgs.....		64	
Flour, Bbls.....	182,830	13,111	10,012
Hay, Tons.....	362	583	129
Horses and Mules, Head.....	848	2,277	783
Hogs, Head.....	40	30	2
Hominy and Grits, Bbls.....	16,437	513	9
Pork, Bbls.....	4,984	241	16
Hams, Lbs.....	145,690	100,300	20,300
Meats, Lbs.....	1,407,000	926,450	248,800
Lard, Lbs.....	8,919,607	297,290	210,400
Malt, Sacks.....		403	
Oats, Sacks.....	168,934	2,396	31,785
Oats in Bulk, Bu.....	436,558		
Onions, Pkgs.....	1,230	1,159	310
Potatoes, Pkgs.....	5,899	4,479	1,387
Rye, Sacks.....	441	38	
Rye in Bulk, Bu.....			
Sheep, Head.....		738	
Tallow, Lbs.....			
Tobacco, Hhds.....		22	
Tobacco, Manfd. Lbs.....	53,600	254,100	43,700
Wheat, Sacks.....	7,656	331	67
Wheat in Bulk, Bu.....	1,732,563		
Whiskey, Bbls.....	730	1,408	57
White Lead, Lbs.....	2,161,910	590,100	174,500
Mdse. and Sundries, Pkgs.....	180,700	572,210	133,350
Total Tons.....	361,500	147,460	13,305

RATES OF FREIGHT, BY RIVER, FROM ST. LOUIS TO MEMPHIS, VICKSBURG AND NEW ORLEANS,
DURING 1886.

DATE.	Flour and Meal, per bbl.			Pork, per bbl.			Grain and Meats, per 100 lbs.			Hay per 100 lbs.		
	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.
January 1st to January 11th.....	25	25	25	..	..	27½	12½	17½	12½	15	20	17½
January 11th to February 8th.....	25	25	25	..	..	28	12½	17½	10	15	20	15
February 8th to December 31st.....	20	20	20	30	40	27	12	15	15	13	20	17½

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES
FROM ST. LOUIS TO NEW ORLEANS FOR FIVE YEARS.

	ON CORN, PER BUSHEL.			ON CORN, PER BUSHEL.			ON CORN, PER BUSHEL.		
	1882.	1893.	1894.	1882.	1893.	1894.	1882.	1893.	1894.
January.....	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.
February.....	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.	7 cts.
March.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
April.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
May.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
June.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
July.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
August.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
September.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
October.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
November.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.
December.....	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.	6 cts.

Wheat, 8 cent per bushel more than Corn.

* During September, October and November, 1894, and October and November, 1893, navigation by barges was suspended on account of extreme low water.

AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM
ST. LOUIS TO NEW ORLEANS.

	In sacks by Steam'b't.	Wheat in b'ks by B'rges.
1890.....	14.05 cts. per 100 lbs.....	5 cts. per bushel.
1891.....	12.50 " ".....	5.90 " ".....
1892.....	17.14 " ".....	6.95 " ".....
1893.....	16.87 " ".....	6.50 " ".....
1894.....	16.23 " ".....	6.88 " ".....
1895.....	16.08 " ".....	6.98 " ".....
1896.....	17.06 " ".....	6.95 " ".....
1897.....	15 " ".....	6 " ".....
1898.....	14 " ".....	6 " ".....
1899.....	13 " ".....	6 " ".....
1900.....	12 " ".....	6 " ".....
1901.....	11 " ".....	6 " ".....
1902.....	10 " ".....	6 " ".....
1903.....	9 " ".....	6 " ".....
1904.....	8 " ".....	6 " ".....
1905.....	7 " ".....	6 " ".....
1906.....	6 " ".....	6 " ".....
1907.....	5 " ".....	6 " ".....
1908.....	4 " ".....	6 " ".....
1909.....	3 " ".....	6 " ".....
1910.....	2 " ".....	6 " ".....
1911.....	1 " ".....	6 " ".....
1912.....	0 " ".....	6 " ".....

HARBOR AND WHARF COMMISSIONER'S REPORT.

• STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1896 AND PREVIOUS YEARS.

YEARS.	White Pine Feet.	Shingles. No.	Laths. No.	Pickets. No.	Logs Sup. Feet.	Yell'w Pine. Feet.	Poplar. Feet.	Cotton-wood. Feet.	Cedar. Feet.	Chest-nut.
Total, 1896.....	64,585,400	16,415,200	13,416,900	512,400	9,292,500	12,000	4,686,700	9,403,800	410,100	4,000
" 1895.....	74,161,899	24,766,987	18,083,570	1,706,534	8,673,861	12,000	4,200,711	12,591,020	38,801	.....
" 1894.....	87,883,923	35,778,000	21,364,350	1,503,900	10,411,106	6,666	6,764,314	16,119,785	.....	.....
" 1893.....	92,853,776	37,095,900	27,031,750	761,540	8,973,100	.....	6,472,578	7,729,000	.....	.....
" 1892.....	69,406,053	35,045,500	22,305,800	690,000	7,892,840	.....	6,809,327	9,883,824	.....	.....
" 1891.....	80,941,799	41,037,760	30,331,050	1,114,490	6,297,190	101,500	7,764,358	11,109,356	.....	.....
" 1890.....	71,789,010	45,449,160	16,336,650	603,088	5,086,092	297,500	10,650,000	15,586,800	.....	.....
" 1889.....	71,935,920	43,350,500	21,836,350	401,933	9,793,776	191,500	8,419,600	11,951,345	.....	.....
" 1888.....	79,311,387	28,743,500	14,650,367	273,744	8,318,880	601,000	10,578,000	8,734,040	.....	.....
" 1887.....	131,490,066	70,370,785	43,054,705	448,060	6,278,500	118,000	9,471,041	6,456,000	.....	.....
" 1886.....	124,154,170	48,438,000	37,154,600	862,330	6,609,980	73,700	8,420,462	8,925,500	.....	.....
" 1885.....	131,763,637	66,632,357	51,127,667	571,450	6,967,940	97,000	6,474,876	8,763,800	.....	.....
" 1884.....	134,769,928	74,570,638	41,257,829	216,688	5,878,711	.....	3,949,202	3,852,978	.....	.....
" 1883.....	129,492,689	60,056,671	28,933,100	1,101,630	5,013,146	.....	10,296,093	1,760,000	.....	.....

YEARS.	Cypress Feet.	Sycamore Feet.	Ash. Feet.	Oak. Feet.	Walnut Feet.	Gum. Feet.	Maple. Feet.	Hick-ory Feet.	Cherry. Feet.	Elm. Feet.	Birch. Feet.	Shag-bay.
Total, 1896.....	3,235,000	28,000	465,400	3,221,700	26,200	2,400	.....	88,700	900	49,000	.....	1,000
" 1895.....	2,497,854	110,000	1,313,608	2,072,274	58,600	213,500	.....	56,800	.....	41,260	4,000	.....
" 1894.....	84,857	90,141	1,382,991	2,202,180	176,430	250,490	7,000	41,829	3,400	.....	.....	.....
" 1893.....	964,361	199,000	1,409,340	1,926,305	227,670	198,900	16,800	75,000	48,500	10,000	.....	.....
" 1892.....	985,746	1,515,768	2,109,763	4,406,934	610,496	411,700	59,500	37,800	11,000	228,700	.....	.....
" 1891.....	2,066,219	1,427,478	1,537,516	2,634,120	505,168	601,700	18,500	37,500	7,000	43,000	.....	.....
" 1890.....	1,460,800	877,600	8,959,000	3,646,245	531,585	591,000	60,400	45,000	2,250	147,200	.....	.....
" 1889.....	434,400	567,500	2,399,000	1,299,700	799,500	799,500	297,690	74,000	86,900	109,000	.....	.....
" 1888.....	537,000	146,000	4,696,000	1,788,079	1,108,900	436,000	284,000	255,600	7,000	.....	.....	.....
" 1887.....	239,100	250,500	1,698,896	998,519	1,160,617	417,218	148,000	2,500	.....	.....	.....	.....
" 1886.....	200,757	277,000	1,243,000	211,475	884,300	791,600	.....	13,500	.....	.....	.....	.....
" 1885.....	438,000	.....	1,216,900	399,000	604,775	351,790	.....	.....	.....	.....	.....	.....
" 1884.....	503,773	.....	2,289,167	709,408	976,453	303,698	.....	.....	.....	.....	.....	.....
" 1883.....	297,000	.....	4,015,000	762,450	3,368,500	867,000	.....	.....	.....	.....	.....	.....

**BOATS PLYING BETWEEN ST. LOUIS AND OTHER PORTS
DURING 1896.**

LOWER MISSISSIPPI RIVER.

St. Louis and Mississippi Valley Transportation Co. (Barge Line):

S. H. H. Clark, H. M. Hoxie, Harvester, Exporter, J. Gould, Future City, Oakland, Henry Lourey and model barges.

St. Louis and New Orleans Anchor Line:

Belle Memphis, City of Monroe, City of New Orleans, City of St. Louis, City of Cairo, City of Hickman, Arkansas City.

Independent Boat:

C. W. Bachelor.

UPPER MISSISSIPPI RIVER.

Diamond Joe Line:

Quincy, St. Paul, Sydney, Pittsburgh.

Eagle Packet Company:

Spread Eagle, Idlewild, D. H. Pike, Ferd Herold, Cherokee, Josie, Louis Houck, Grey Eagle.

Clarksville Packet Co.:

Bald Eagle, Belle of Calhoun.

MISSOURI RIVER.

Independent:

Benton, Libbie Conger.

TENNESSEE RIVER.

St. Louis and Tennessee River Packet Co.:

City of Sheffield, City of Paducah, Clyde.

Independent Boat:

Mayflower.

ILLINOIS RIVER.

J. J. Odil.

Miscellaneous tow, raft, tramp and steam canal boats:

Mary M. Michael, Chas. McDonald, Jos. Walton, Iowa, Dolphin No. 1, Dolphin No. 2, Saturn, Satellite, Artemus Lamb, John Barrett, W. J. Longfellow, G. M. Sively, Josie Sively, Alice Brown, Jenny Gilchrist, Reindeer, Pauline, Robert Dodd, Ruth, Scotia, Statie, Fisher, Thistle, Thomas Reese No. 2, Tenbrook, Wildwood, Thos. Parker, Dan Thayer, Excell, Fawn, Geo. L. Bass, Helen Mar, Helen Schulenberg, H. F. Frisbie, Ironsides, Iron Age, Imperial, Daisy, J. C. Atlee, Lumberman,

Lumber Boy, Laura Doone, Nellie Speer, C. Boeckeler, Polar Wave, Eagle, Abner Gile, Climax, Mountain Belle, A. S. Willis, Abner O'Neill, A. W. Van Sant, A. Saltzman, Antelope, Aida, Belle Mac, Boreas Rex, B. E. Linehan, Belle of Ottawa, Capitola Butts, City of Brunswick, Imperial, Niagara, Joliet, State of Kansas, New South, John D. Lewis, Kenton, John K. Speed, Sea Wing, City of Chattanooga.

EXCURSION BOATS.

City of Providence, Grand Republic, City of Vicksburg.

RIVER ACCIDENTS 1896.

-
- Jan. 12.—Steamer Royal was destroyed by fire in the Ohio River. Loss, \$25,000.
- Jan. 13.—Steamer Congo sank in the lower Mississippi River. Loss, \$20,000.
- Feb. 5.—Steamer Crescent sank in Cumberland River. Loss, \$9,000.
- Feb. 7.—The tow boats J. P. Jackson and Arthur Lambert were destroyed by fire at New Orleans. Loss, \$100,000.
- Feb. 23.—The tow boat Boaz struck railroad bridge at Memphis, sinking four coal boats. Loss, \$10,000.
- March 16.—The tow boat Hawk struck snag and sank near Pittsburg; was raised.
- March 27.—Steamer Sam Brown was destroyed by fire in the Ohio River. Loss, \$25,000.
- April 19.—Steamers Alex. Perry and W. S. Norton, with three wharf-boats loaded with freight, were destroyed by fire at Evansville. Loss, \$100,000.
- May —.—Steamer Harry Brown exploded her boilers at Vicksburg, Miss. Loss, \$45,000. Ten lives reported lost.
- May 26.—The ferryboat Katherine was capsized by high winds at Cairo. Eleven lives reported lost.

May 27,—By tornado at St. Louis:

Steamer Dolphin No. 2	\$35,000
“ Libbie Conger	8,000
“ City of Quincy	8,000
“ J. J. Odil	18,000
“ Bald Eagle	25,000
“ City of Vicksburg	40,000
“ City of Cairo	40,000
“ Arkansas City	40,000
“ Pittsburgh	30,000
“ Charlotta Boeckeler	15,000
“ Austria	5,000
“ Gazelle	3,000
“ Diana	2,500
“ Geo. A. Madill	20,000
“ Henry Sachman	15,000
“ Napoleon Mulliken	10,000

\$314,500

Also four ferry boats, eight barges, and forty coal boats, the property of Brown Bros. of Pittsburgh, were a total loss.

Partly and badly wrecked steamers, total damages amounting to \$175,000: Belle of Calhoun, City Harbor Boat, Jay Gould, Louis Houck, Cherokee, Harvester, Jack Frost, City of Providence, Gray Eagle, Polar Wave, City of Monroe, Exporter, Benton, S. S. Clubb (tug), Baton Rouge Belle (tug).

The wharf-boats of the Tennessee Packet Company, Eagle Packet Company, Anchor Line, and Valley Line were badly damaged.

Total loss to all floating property was \$489,500.

June 22.—Steamer Lancaster was destroyed by fire in the Ohio River. Loss, \$8,000.

July 20.—Steamer Bertie Bailey sank in the Yazoo River. Loss, \$10,000.

July 22.—Steamer Paul Tulane struck a snag and sank near New Orleans. Loss, \$35,000.

July 28.—Steamer Pin Oak sank in the Missouri River. Loss, \$3,000.

Aug. 23.—Steamer City of Hickman struck hidden obstruction near Memphis and sank. Loss, \$75,000.

Sept. 19.—Lulu Prince struck a snag and sank in the Atchafalaya River. Loss, \$20,000.

Oct. 7.—Steamer Columbia sank in the Ohio River. Loss, \$15,000.

Nov. 8.—Steamer New Jennie was destroyed by fire at New Orleans. Loss, \$3,000.

COMPARATIVE BUSINESS IN LEADING ARTICLES

AT ST. LOUIS FOR 1893, 1894, 1895 AND 1896.

ARTICLES.	1893.	1894.	1895.	1896.
Flour, amount manufactured bbls.	1,669,048	1,666,645	1,740,026	1,333,986
“ “ handled..... “	4,733,838	4,717,954	3,753,370	4,076,491
Wheat, total receipts.....bush.	14,443,999	10,003,242	11,275,885	12,651,248
Corn, “ “ “	33,809,405	23,546,945	8,779,290	24,768,445
Oats, “ “ “	10,056,225	10,196,605	10,466,160	11,491,810
Rye, “ “ “	583,799	140,285	224,821	296,980
Barley, “ “ “	1,966,746	2,083,438	2,104,126	1,931,611
All Grain received (including flour reduced to wheat).... “	66,348,786	51,646,405	37,410,330	57,203,249
Cotton, receipts.....bales.	638,400	812,705	699,798	553,291
Bagging, manufactured.....yards.	12,000,000	13,000,000	11,700,000	8,000,000
Hay, receipts.....tons.	141,238	159,969	195,582	230,352
Tobacco, receipts.....hhds.	39,587	43,264	48,642	35,947
Lead, receipts in pigs 80 lb. .pigs.	1,848,544	1,463,229	1,500,923	1,946,139
Hog Product, total shipm'ts..lbs.	285,323,741	345,481,499	339,430,499	300,366,754
Cattle, receipts.....head.	903,237	773,571	851,275	955,613
Sheep “ “	397,725	359,895	510,660	632,872
Hogs “ “	1,105,108	1,489,856	1,440,342	1,997,895
Horses and Mules, receipts... “	46,834	59,822	77,820	121,722
Lumber & Logs, “ ...feet.	355,297,730	684,395,856	826,175,742	795,373,900
Shingles, “ ...pcs.	148,589,900	106,782,000	64,185,937	80,528,300
Lath, “ ... “	27,621,750	31,354,350	18,083,570	13,416,900
Wool, total receipts.....lbs.	13,024,436	24,861,455	21,593,780	15,139,840
Hides, “ “	45,011,566	46,456,970	44,169,790	46,506,680
Sugar, received.....“	273,331,736	198,869,450	185,882,650	133,786,250
Molasses (including Glucose) rec'd, galls.	4,274,080	5,763,901	4,310,327	4,649,675
Coffee, received.....bags.	248,347	246,612	259,239	403,888
Rice, receipts.....pkgs.	87,959	66,576	93,039	87,690
Coal, “bush.	87,769,375	74,644,375	88,589,935	87,677,600
Nails, “kegs.	415,416	522,673	428,042	353,123
Potatoes, receipts.....bush.	1,644,814	1,392,522	2,469,371	2,179,292
Salt, “bbls.	241,189	248,830	304,204	329,666
“ “sacks.	80,198	60,737	72,793	39,163
“ “ ...bush. in bulk.	864,020	630,500	804,980	454,160
Butter.....lbs.	12,575,293	14,138,544	15,812,095	16,121,892
Tons of freight of all kinds received and shipped.....	16,519,881	15,239,765	16,650,856	17,408,019

FOREIGN GRAIN TRADE.

The Foreign Grain Trade for the past year assumed formidable proportions, the amount exported by St. Louis grain houses by rail and by river, from St. Louis and from interior points exceeding 37,000,000 bushels.

Of this amount 10,527,208 bushels were forwarded from St. Louis by river to New Orleans, 3,059,750 bushels via rail to the Atlantic Sea Board, and 118,857 bushels to Cuba and Mexico.

In addition to the above some 4,000,000 bushels of wheat and 20,000,000 bushels of corn were shipped by St. Louis exporters by all rail lines both on the east and west side of the river to New Orleans and Galveston and to Newport News. This was made possible by the low rates of rail freight from the interior to Gulf and Atlantic ports. The slight margin of profit, especially in corn, rendered necessary the utmost economy in transportation, which was met by all rail lines, and thus a large portion of the St. Louis export grain trade, which under natural conditions would move via St. Louis and the river, was sent direct by rail to tide water. This, however, was legitimately St. Louis business, being handled by St. Louis exporters.

New Orleans, which is the natural outlet to the sea for St. Louis grain, took second position among all the Seaboard cities in the amount of corn exported. Baltimore led with 26,382,182 bushels, and New Orleans came next with 25,292,502 bushels, followed by New York with 19,100,068 bushels.

The movement in wheat was curtailed by the large advance in the price of that cereal from September to the close of the year, the home demand requiring nearly all the available supply.

The immense crop of Corn, following the crop of the previous year, made values so low that there was a constant demand from Europe, resulting in the large movement from all ports.

The total exports from the United States for 1896 were 83,755,839 bushels of wheat, and 131,960,530 bushels of corn, the largest exports of corn for many years.

FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS
AND RIVER

FOR THE YEAR 1896.

DESTINATION.	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Oats, bushels.
To England	98,665	50,000	185,600	51,500
" Germany	12,760	.....	.....	750
" France .....	.....	.....	.....	.....
" Scotland	81,780	.....	.....	.....
" Ireland	84,530	.....	.....	.....
" Austria	2,300	.....	.....	.....
" Denmark	165	59,000	.....	.....
" Norway	1,595	.....	.....	.....
" Holland	5,455	.....	.....	.....
" Belgium	20,095	.....	.....	.....
" Italy .....	.....	.....	.....	.....
" Africa	250	.....	.....	.....
" Switzerland .....	.....	.....	.....	.....
" Sweden	340	.....	.....	.....
" Iceland .....	.....	.....	.....	.....
" Newfoundland.....	6,260	.....	.....	.....
" Canada	1,450	.....	8,180	.....
" Cuba	27,150	.....	11,786	.....
" Central America.....	3,820	.....	.....	.....
" South America.....	206	.....	.....	.....
" Mexico	150	4,000	101,821	1,250
" Porto Rico	1,075	.....	.....	.....
" Seaboard for Export	26,625	154,500	2,481,800	126,600
Total for Export by Rail	874,621	267,500	2,739,187	180,100
Total for Export by River .....	.....	1,732,563	8,858,067	436,558
Totals.....	874,621	2,000,063	11,097,274	616,658

EXPORTS OF WHEAT FROM THE UNITED STATES.

FROM	1893. Bushels.	1894. Bushels.	1895. Bushels.	1896. Bushels.
New York.....	36,437,499	22,913,106	20,339,263	18,476,263
San Francisco.....	18,052,294	11,876,083	18,442,605	20,210,729
Baltimore.....	13,048,702	8,448,448	3,977,261	6,589,886
Philadelphia.....	5,657,398	4,204,412	1,537,226	4,863,886
New Orleans.....	12,896,734	2,925,541	836,202	3,853,337
Duluth and Superior.....	648,471	2,789,432	2,908,590	3,828,052
Willamette.....	5,504,970	6,266,998	8,237,944	7,184,878
Boston.....	3,934,125	3,861,876	4,810,384	9,838,955
Yorktown (Newport News).....	2,079,060	2,365,402	1,185,400	17,327
Puget Sound.....	3,594,375	4,567,264	3,172,524	3,535,206
Chicago.....	1,422,770	1,544,462	222,000	549,500
Galveston.....	1,310,950	185,137	.....	3,438,969
All other districts.....	3,790,221	626,359	1,135,287	1,367,980
Total bushels.....	108,377,569	72,523,389	66,804,686	83,755,829

EXPORTS OF CORN FROM THE UNITED STATES.

FROM	1893. Bushels.	1894. Bushels.	1895. Bushels.	1896. Bushels.
New York.....	18,551,247	11,013,265	19,626,817	19,100,058
New Orleans.....	6,506,333	5,441,448	8,756,706	25,292,502
Baltimore.....	7,486,403	7,768,377	9,645,759	26,382,183
Boston.....	5,505,966	3,896,933	5,320,083	5,893,309
Philadelphia.....	3,985,406	2,529,809	3,307,413	8,829,376
Newport News.....	2,560,088	4,823,738	4,866,335	10,376,035
Chicago.....	7,832,350	1,649,406	2,102,074	5,277,050
Miami.....	882,233	664,752	789,174	493,498
Galveston.....	98,506	5,412	1,233,477	6,222,299
Norfolk.....	.....	1,044,968	3,545,363	12,391,256
Corpus Christi.....	.....	.....	.....	1,854,505
Mobile.....	.....	.....	.....	2,345,350
Paso del Norte.....	.....	.....	.....	1,863,447
Pensacola.....	.....	.....	.....	512,876
Oswegatchie.....	.....	.....	.....	1,954,399
All other districts.....	6,735,384	2,969,561	2,763,433	2,672,298
Total bushels.....	55,143,918	41,806,711	61,956,638	131,960,530

**STATEMENT OF BULK GRAIN EXPORTED FROM NEW ORLEANS, DURING
1896 AND COMPARISONS FOR PREVIOUS YEARS.**

To	1896 Wheat. Bush.	1896 Corn. Bush.	1896 Oats. Bush.	1896 Rye. Bush.
England.....	1,995,782	7,250,030	.....	.....
Germany.....	1,083,443	3,552,762	.....	.....
Denmark.....	44,600	8,647,492	.....	.....
Holland.....	252,310	3,242,801	.....	.....
France.....	80,000	3,745,110	234,020	.....
Ireland.....	.....	1,874,871	.....	.....
Belgium.....	243,651	585,231	.....	17,700
Norway.....	.....	675,770	.....	.....
Spain.....	133,577	169,310	.....	.....
Italy.....	.....	428,500	.....	.....
Central America.....	.....	240,170	.....	.....
Russia.....	.....	89,800	.....	.....
Mexico.....	.....	60,288	.....	.....
Island of Jamaica.....	.....	20,000	.....	.....
Total bushels, 1896.....	3,942,318	25,102,114	284,000	17,700
Total bushels, 1895.....	818,751	8,795,708	.....	.....
Total bushels, 1894.....	2,885,670	5,263,871	.....	.....
Total bushels, 1893.....	12,791,477	6,237,388	.....	.....
Total bushels, 1892.....	14,334,498	6,791,233	.....	.....
Total bushels, 1891.....	10,014,851	1,941,853	.....	.....
Total bushels, 1890.....	1,853,753	11,978,678	.....	.....
Total bushels, 1889.....	1,067,864	13,601,830	.....	.....
Total bushels, 1888.....	1,056,892	5,599,663	.....	.....
Total bushels, 1887.....	1,390,126	7,201,231	.....	.....
Total bushels, 1886.....	984,626	8,155,943	.....	.....
Total bushels, 1885.....	24,148	7,529,267	.....	.....

**SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS
FOR TWENTY-TWO YEARS.**

Year.	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
1896.....	1,733,568	8,553,087	.....	486,568	10,527,208
1895.....	438,614	1,251,803	.....	.....	1,690,417
1894.....	1,042,193	1,263,310	.....	40,000	2,345,503
1893.....	3,710,360	3,293,808	.....	75,430	7,079,598
1892.....	5,149,708	3,228,645	.....	36,587	8,414,940
1891.....	6,940,215	1,482,731	45,600	.....	8,468,546
1890.....	1,409,440	8,717,849	.....	89,960	10,217,244
1889.....	1,631,950	12,398,953	17,432	89,707	14,158,046
1888.....	1,247,952	5,844,042	.....	160,584	7,252,578
1887.....	3,973,787	7,365,340	.....	217,732	11,556,799
1886.....	743,439	7,501,730	.....	598,755	8,844,924
1885.....	50,000	8,180,089	34,093	401,787	8,667,919
1884.....	1,318,688	4,496,785	341,964	497,231	6,647,558
1883.....	1,435,043	9,029,509	205,430	389,836	11,069,508
1882.....	5,637,391	2,520,712	15,994	150,320	8,333,417
1881.....	4,197,981	8,640,720	22,423	132,823	12,991,947
1880.....	5,918,273	9,804,392	45,000	.....	15,763,664
1879.....	2,300,897	3,585,539	157,424	30,928	6,164,838
1878.....	1,376,639	2,857,056	609,041	108,867	5,451,603
1877.....	351,453	3,578,067	171,843	.....	4,101,353
1876.....	37,142	1,787,237	.....	.....	1,774,379
1875.....	135,961	173,617	.....	.....	308,578

**CAPACITY OF THE ST. LOUIS & MISSISSIPPI VALLEY TRANSPORTATION CO.
"BARGE LINE."**

Tow Steamers.....	9
Barges.....	73
Capacity for bulk grain, to float at one time.....	3,600,000 bushels
Capacity for moving to New Orleans monthly.....	2,500,000 bushels

**AVERAGE RATES OF FREIGHT ON WHEAT IN CENTS, PER BUSHEL
BY STEAMER FROM ST. LOUIS TO LIVERPOOL
VIA NEW ORLEANS, 1895 AND 1896.**

Month.	St. Louis to N. O. pr bush.		N.O. to Liver- pool pr bush.		Total St. L. to Liverpool.	
	1895.	1896.	1895.	1896.	1895.	1896.
January	5½	7½	8	8½	13½	15½
February	5½	6½	8	7	13½	13½
March	4½	5½	8	7½	12½	13
April	4½	5½	5	6½	9½	12
May	4½	5	8	3	12½	8
June	4½	5	6	nom.	10½	nom.
July	4½	5½	6	8½	10½	8½
August	4½	6	8	5½	12½	11½
September	5½	6	10	5½	15½	11½
October	5½	*	11	6½	16½	*
November	5½	*	11½	7½	17	*
December	5½	7	11½	8	17½	15

* During October and November, 1895, navigation was suspended on account of ice.

**AVERAGE RATES OF FREIGHT ON WHEAT IN CENTS, PER BUSHEL
FROM ST. LOUIS TO LIVERPOOL VIA RAIL TO NEW YORK
DURING 1895 AND 1896.**

Month.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1895.	1896.	1895.	1896.	1895.	1896.
January	13.80	17.40	6½	3½	19.92½	19.77½
February	13.80	13.80	4½	3½	18.80	17.67½
March	13.80	13.80	3½	4½	17.05	18.17½
April	13.80	13.80	3½	3½	17.67½	17.67½
May	13.80	13.80	4½	3½	17.62½	17.30
June	13.50	13.80	4	2½	17.80	16.65
July	13.80	13.80	4	3½	17.80	17.05½
August	13.80	13.80	5½	3½	19.05	17.67½
September	13.80	13.80	8	4½	21.80	18.53
October	13.80	13.80	9½	5½	23.67½	19.68½
November	13.80	13.80	10½	6½	24.17½	20.17½
December	13.80	13.80	7½	6½	20.92½	20.17½

**AVERAGE RATE OF FREIGHT ON WHEAT PER
BUSHEL BY STEAMER FROM NEW ORLEANS
TO LIVERPOOL DURING 1895 AND 1896.**

Month.	Rate in Cents.	Rate in Cents.
	1895.	1896.
January...	7c. to 9c.	7½ to 9
February..	7c. to 9c.	6 to 8
March.....	7c. to 9c.	7 to 8
April.....	4c. to 6c.	6 to 7
May.....	7c. to 9c.	nominal.
June.....	6c.	3 to 3½
July.....	6c.	4½ to 7
August....	8c.	4½ to 6
September.	10c.	6 to 7½
October....	11c.	6 to 9½
November.	11½c.	6 to 10
December.	11c. to 12½c.	.....

**AVERAGE RATE OF FREIGHT ON WHEAT
PER BUSHEL BY STEAMER FROM NEW
YORK TO LIVERPOOL DURING 1895 AND 1896.**

Month.	Rate in Cents.	Rate in Cents.
	1895.	1896.
January...	6½c.	3½
February...	4½c.	3½
March.....	3½c.	4½
April.....	3½c.	3½
May.....	4½c.	3½
June.....	4c.	3½
July.....	4c.	3½
August....	5½c.	3½
September.	8c.	4½
October...	9½c.	5½
November.	10½c.	6½
December..	7½c.	6½

AVERAGE RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA
RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1877	21	8½	41	.....	.....
1878	17½	7½	38	.....	.....
1879	18	7½	38½	.....	.....
1880	19	8½	42	.....	.....
1881	20	6	32	.....	.....
1882	20	6 5-12	29½	22 2-3	23½
1883	17½	5½	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21½
1885	15	6 2-5	22 1-7	15 1-9	20½
1886	16	6½	29	16 1-6	24
1887	18½	6	32 2-15	15	24½
1888	15	6½	*29½	15 1-6	22.95
1889	17.98	5.95	23½	17 1-3	24.97
1890	15.66	6.58	27½	14 1-3	21.48
1891	16.23	6.87½	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.73	11.69	18.71
†1895	13.00	5.95	23.57	12 1-8	18.33
1896	15.54	5.00	23.00	13.50	19.67½

*These figures represent published rates. At times during the year the rate was as low as 20c per 100 lbs., making the average rate St. Louis to Liverpool via New York at times as low as say 17½ cents per bushel on wheat.

†The rail rates for 1895 is published rates. Lower rates prevailed most of the year, but could not be ascertained.

COTTON.

The business of the cotton year ending August 31st last was not a satisfactory one, the amount handled being very considerably less than for previous years. The gross receipts were 565,683 bales, of which 474,796 was shipped via St. Louis on through bills of lading from Southern points, leaving 90,887 bales as the net receipts. A portion, however, of the through shipments were for St. Louis account.

The heaviest receipts were during the months of October, November and December.

As usual, Arkansas and Texas furnished the bulk of the receipts, viz.: 264,888 bales from the former, and 179,029 from Texas.

The shipments show that a less amount in proportion was exported to Europe than in former years.

The lowest prices for middling cotton at St. Louis was in July, when the quotations were 6 11-16 to 6 15-16, while the highest were in October, 8½ to 9 cents.

Mr. Henry G. Hester, Secretary of the New Orleans Cotton Exchange, in his annual report says: "As a whole, the year has been most unsatisfactory to the trade, but to the producing interests the shortage of the crop has been almost made up by improvement in price."

"Based on a fair average for the United States, the highest point touched was 9 3-10c per pound for middling, and the lowest 6¼c, the average for the entire season being 8.18c, a gain on the crop over last year's average of 2.26c per pound, or, say, in round figures, \$11 per bale.

"The average commercial value of the crop has been \$41.09 per bale, against \$30 last year, \$37.50 the year before, and \$42.50 in 1892-93, and the total value of the crop compares with past four years as follows: "

COMMERCIAL CROP.

	Bales.	Value.
1895-96.....	7,157,346	\$294,006,347
1894-95.....	9,901,251	297,037,530
1893-94.....	7,459,817	283,118,137
1892-93.....	6,700,365	284,765,512
1891-92.....	9,035,379	338,826,712

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1896-96.....	565,683	474,796	90,887
1894-95.....	926,285	781,694	144,591
1893-94.....	635,421	462,032	163,389
1892-93.....	474,024	301,186	172,838
1891-92.....	723,628	425,737	297,891
1890-91.....	706,469	400,454	306,015
1889-90.....	538,910	311,823	227,087
1888-89.....	584,572	323,619	260,953
1887-88.....	520,292	271,028	249,264
1886-87.....	411,832	167,698	244,134
1885-86.....	472,682	246,017	226,665
1884-85.....	291,056	103,312	187,744
1883-84.....	297,122	80,599	216,523
1882-83.....	456,858	160,098	296,760
1881-82.....	369,579	122,060	240,519
1880-81.....	398,939	97,586	301,353
1879-80.....	496,570	172,286	324,284
1878-79.....	335,799	117,083	218,716
1877-78.....	248,856	61,561	187,295

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1895-96.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1895.....	1,072	11,753	12,825	9,180
October.....	25,162	101,009	126,171	95,424
November.....	27,886	110,862	138,748	112,818
December.....	19,581	99,775	119,356	109,430
January, 1896.....	7,079	89,244	96,323	45,371
February.....	8,356	85,313	93,669	45,309
March.....	2,351	28,799	31,150	43,201
April.....	1,596	18,039	19,635	15,966
May.....	775	17,808	18,581	8,253
June.....	290	8,518	8,806	26,062
July.....	1,144	2,469	3,613	30,963
August.....	293	1,501	1,796	8,233
Total bales	90,857	474,796	565,653	550,206

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1895-96.	1894-95.	1893-94.
St. Louis, Iron Mountain & Southern R. R.....	289,074	416,598	271,267
Missouri Pacific R. R.....	176	66	20
Mobile & Ohio R. R.....	59,631	72,789	114,818
St. Louis & San Francisco R. R.....	89,876	77,962	70,850
St. Louis & Southwestern R. R.....	22,007	119,682	85,899
Illinois Central R. R.....	14,883	19,277	17,806
Missouri, Kansas & Texas R. R.....	131,896	206,819	87,228
Chicago & Alton R. R. (West).....	350	550	61
Wabash R. R. (West).....	231	565	247
Keokuk & Northwestern R. R.....	.....	.....	75,290
Louisville & Nashville R. R.....	1,102	744	.....
Lower Mississippi River Boats.....	5,980	7,842	2,187
Cumberland and Tennessee River Boats.....	528	1,371	1,808
Total Bales	565,683	926,285	625,421

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FIVE YEARS.

	1895-96. Bales.	1894-95. Bales.	1893-94. Bales.	1892-93. Bales.	1891-92. Bales.
From Arkansas	284,888	407,812	289,667	230,571	387,493
“ Texas	179,039	848,085	351,924	147,067	163,483
“ Missouri	11,095	17,028	13,144	15,662	27,291
“ Tennessee	50,092	59,774	32,414	35,837	38,447
“ Mississippi	47,061	53,134	43,746	26,747	49,010
“ Indian Territory	1,497	6,243	10,269	7,973	15,068
“ Alabama	8,079	7,364	9,623	8,449	28,322
“ Kentucky	149	201	1,067	80	170
“ Louisiana	7,932	24,237	14,130	11,110	12,735
“ Kansas	9	53	44	166	230
“ Oklahoma	862	1,756	804	524	1,731
Total Receipts	568,693	926,235	625,421	474,024	723,633

DIRECTION OF SHIPMENTS.

	1895-96. Bales.	1894-95. Bales.	1893-94. Bales.	1892-93. Bales.	1891-92. Bales.
For Export to England	96,414	262,945	171,206	88,545	176,494
“ Germany	6,603	23,374	6,907	5,517	11,293
“ France	484	2,116	603	6,976	4,854
“ Belgium	150	2,232	924	600	1,643
“ Holland	2,062	540	100	.....	.....
“ Russia .....	.....	.....	.....	.....	867
“ Italy .....	.....	631	.....	234	436
“ Switzerland .....	.....	846	.....	200	50
“ Scotland .....	.....	.....	.....	.....	.....
“ Austria .....	.....	.....	.....	.....	.....
“ Saxony .....	.....	.....	.....	.....	.....
“ Nova Scotia & N. Br'nsw'k	2,093	1,116	100	.....	.....
“ Ireland .....	.....	.....	.....	.....	.....
“ Japan	1,340	3,163	.....	.....	.....
Total Exported by rail via Atlantic sea-board	109,321	296,455	178,839	100,072	195,676
Shipments Eastward, by rail for consumption	411,275	645,268	401,223	374,375	446,793
“ Eastward to Canada	32,586	44,415	26,944	24,576	36,214
“ Southward by N'w Ori'ns boats .....	.....	.....	.....	.....	.....
“ “ by rail, local	1,537	5,320	710	880	1,306
“ Westward by rail and boats	1,052	.....	5	50	295
“ Northward by boat and rail	4,537	8,461	2,611	1,045	2,994
Total Shipments	550,208	999,919	612,332	500,898	685,759

SHIPMENTS OF COTTON BY EACH ROUTE FOR FOUR COTTON YEARS.

ROUTE.	1895-96. BALES.	1894-95. BALES.	1893-94. BALES.	1892-93. BALES.
Baltimore & Ohio Southwestern	20,353	112,787	10,045	21,633
Cleveland, Cin., Chicago & St. Louis Road	109,589	164,937	72,439	42,416
Wabash Railway	77,175	194,943	116,041	81,690
Vandalia Road	89,817	191,906	190,792	156,764
Chicago & Peoria & St. Louis Railroad	5,606	1,041	337	739
Chicago & Alton Road	180,788	239,985	141,523	121,667
Louisville & Nashville Road	710	2,218	300	327
Illinois Central Railroad	284	.....	.....	1,705
Toledo, St. Louis & Kansas City Road	61,854	90,611	77,867	70,394
Chicago, Burlington & Quincy Road	4,490	7,859	2,243	789
Mobile & Ohio Road	890	.....	.....	25
Louisville, Evansville & St. Louis Road	103	3,109	510	163
St. Louis, Iron Mountain & South'n R.R.	150	.....	.....	.....
Keokuk & St. Louis Road .....	.....	.....	.....	179
Upper Mississippi River Boats	47	31	31	67
New Orleans Boats .....	.....	.....	.....	.....
By Rail westward	1,052	.....	5	50
Total	550,208	999,919	612,332	500,898

COMPARATIVE STATEMENT.

RECEIPTS, SHIPMENTS, STOCK AND CONSUMPTION OF COTTON FOR FIVE YEARS.

	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.
Receipts	565,623	926,265	625,421	474,006	723,628
Stock on hand Sept. 1	7,549	17,899	19,502	46,402	10,755
Pickery Cotton				2,815	2,031
Total bales.....	573,232	944,164	644,923	522,723	736,414
Shipments.....	550,908	909,919	612,352	500,896	885,789
City consumption.....	1,200			872	2,783
In Compresses August 31	18,323	7,549	17,899	19,502	46,402
Unaccounted for	8,496		14,692	1,851	285
Burned					1,180
Total bales.....	573,232	1,007,468	644,923	522,723	736,414

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1896.....	111,617	100,828	18,328
1895.....	161,219	171,451	7,549
1894.....	168,571	170,201	17,899
1893.....	177,584	204,734	19,502
1892.....	310,344	274,177	46,402
1891.....	809,273	299,112	10,375
1890.....	281,288	281,266	574
1889.....	270,848	274,246	512
1888.....	256,809	257,044	3,910
1887.....	258,234	264,110	4,140
1886.....	240,183	251,868	9,924
1885.....	203,584	203,493	1,609
1884.....	228,414	231,484	1,518
1883.....	304,800	301,451	4,588
1882.....	249,115	265,637	1,739
1881.....	317,195	316,537	8,225

COMMERCIAL CROP BY STATES, IN THOUSANDS, AS REPORTED BY THE
NEW ORLEANS COTTON EXCHANGE.

	1895-6.	1894-5.	1893-4.
Alabama	880	1,000	925
Arkansas	620	50	625
Florida	48	60	50
Georgia	1,079	1,300	1,125
Louisiana.....	430	600	400
Mississippi.....	860	1,200	916
North Carolina, etc.....	384	465	425
South Carolina.....	664	800	750
Tennessee, etc.....	252	350	275
Texas and Indian Territory.....	1,990	3,276	2,059
Total crops—bales	7,157	9,901	7,550

TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.

MONTHS.	1895-96.		1894-95.		1893-94.		1892-93.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September	7½	8½	5½	6½	7½	8½	7	7½
October	8½	9	5-16	5½	7 11-16	8½	7 9-16	7½
November	8½	9	5	5½	7½	7 13-16	7½	10
December	7 15-16	8 5-16	5½	5½	7½	7 9-16	9½	10
January	7 18-16	8	5 1-16	5½	7 5-16	7½	9 7-16	9 13-16
February	7 9-16	7 15-16	5 1-16	5½	7½	7½	9	9 7-16
March	7 7-16	7½	5½	5 13-16	7½	7½	8½	9½
April	7 9-16	7½	5 13-16	6½	7½	7½	7 11-16	8½
May	7 9-16	7 11-16	6½	6½	7 8-16	7	7½	7½
June	7 1-16	7½	6 11-16	6½	7 1-16	7 3-16	7 7-16	7½
July	6 11-16	6 15-16	6 11-16	6½	6 15-16	7 1-16	7½	7½
August	6½	8	6 11-16	7½	6½	6½	7	7 9-16

	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.
Average weight per bale.. lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
St. Louis receipts	524	516	507.16	507	511	510	513.3
Crop of United States	501.92	506.72	499.27	500.37	498.77	498.81	498.1

THE CROP OF THE UNITED STATES FOR 63 YEARS IN BALES.

1831-32, 987,477	1844-45, 2,394,503	1857-58, 3,227,389	1870-71, 4,317,006	1883-84, 5,713,290
1832-33, 1,070,438	1845-46, 2,100,537	1858-59, 4,018,914	1871-72, 3,971,351	1884-85, 5,706,165
1833-34, 1,205,394	1846-47, 1,778,651	1859-60, 4,861,393	1872-73, 3,574,559	1885-86, 6,575,681
1834-35, 1,254,328	1847-48, 2,630,786	1860-61, 3,849,469	1873-74, 4,170,393	1886-87, 6,505,467
1835-36, 1,360,745	1848-49, 2,866,938	1861-62, no record	1874-75, 3,627,445	1887-88, 7,046,333
1836-37, 1,422,930	1849-50, 2,233,718	1862-63, no record	1875-76, 4,633,313	1888-89, 6,938,230
1837-38, 1,801,487	1850-51, 2,454,257	1863-64, no record	1876-77, 4,474,069	1889-90, 7,313,726
1838-39, 1,360,532	1851-52, 3,126,310	1864-65, no record	1877-78, 4,778,895	1890-91, 8,655,518
1839-40, 2,177,835	1852-53, 3,416,214	1865-66, 3,377,683	1878-79, 5,074,155	1891-92, 9,035,379
1840-41, 1,034,915	1853-54, 3,074,979	1866-67, 3,232,680	1879-80, 5,761,253	1892-93, 6,700,385
1841-42, 1,638,574	1854-55, 2,982,634	1867-68, 2,559,241	1880-81, 6,805,750	1893-94, 7,549,817
1842-43, 2,378,875	1855-56, 3,665,557	1868-69, 2,433,770	1881-82, 5,456,048	1894-95, 9,901,251
1843-44, 2,030,400	1856-57, 3,003,737	1869-70, 3,114,593	1882-83, 6,949,756	1895-96, 7,157,346

GENERAL CROP MOVEMENT, SEASONS 1894-95 AND 1895-96.

From New Orleans Cotton Exchange Report.

CONSUMPTION UNITED STATES.

	1895-96. Bales.	1894-95. Bales.
Total Crop United States	7,157,346	9,901,251
Stock at Ports beginning of year	280,091	185,787
TOTAL SUPPLY—	7,437,437	10,086,938
Exported during year	4,626,168	6,718,961
Sent to Canada	81,040	99,316
Burnt at Delivery Ports	2,078	39,998
Stock at close of year	223,179	280,091
	4,832,465	7,138,261
Total takings for consumption, U. S.	2,504,972	2,946,677
Of which—Taken by spinners in Southern States, Total	904,701	862,898
Taken by Northern spinners	1,600,271	2,083,889

PUBLIC ELEVATORS.

DESIGNATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
St. Louis.....	1,500,000 bush.	200,000 sacks.
Central A.....	400,000 "	.....
" B.....	1,500,000 "	.....
East St. Louis.....	600,000 "	165,000 sacks.
Advance.....	500,000 "	.....
Union.....	1,500,000 "	.....
Venice.....	600,000 "	.....
Merchants'.....	800,000 "	.....
Union Depot.....	750,000 "	.....
Farmers'.....	1,500,000 "	.....
Burlington.....	1,800,000 "	.....
Total, Jan. 1st, 1897.....	10,850,000 bush.	865,000 sacks.
" " " 1896.....	12,550,000 "	865,000 "
" " " 1896.....	12,100,000 "	865,000 "
" " " 1894.....	11,550,000 "	865,000 "
" " " 1893.....	11,800,000 "	865,000 "
" " " 1893.....	11,800,000 "	865,000 "
" " " 1891.....	11,800,000 "	865,000 "

PRIVATE ELEVATORS.

OWNER.	Name.	Capacity.	LOCATED.
St. Louis Victoria Flour Mills.....	Victoria	260,000	Main and Mound sts.
Miller Grain and Elevator Co.....	Miller.....	125,000	Theresa ave. & Mo. P. Ry.
H. Rogers & Co.....	Rogers.....	500,000	Bremen ave. and Main st.
Nedderhut Warehouse Co.....	Nedderhut..	100,000	Main and Cedar sts.
C. H. Spencer Grain & Elevator Co..	Madison.....	75,000	Madison, Ill.
Crescent Elevator Co.....	Crescent....	175,000	East St. Louis, Ill.
Star Elevator Co.....	Star.....	50,000	East St. Louis, Ill.
W. D. Judd.....	Brooklyn st.	15,000	Mound and Main sts.
Harrison-Berry Commission Co....	Pacific	50,000	Theresa ave. & Mo. P. Ry.
Henry S. Potter	Exchange....	125,000	602 Theresa ave.
Standard Elevator Co.....	Standard....	850,000	Ferry st. and Levee.
Harrison-Berry Commission Co....	Prospect....	80,000	Grand ave. & Wabash R.R.
Geo. P. Plant Milling Co.....	Plant's.....	250,000	Main st. & Chouteau ave.
Kehlor Bros.....	Kehlor's.....	150,000	East St. Louis, Ill.
Excelsior Grain Co.....	Excelsior...	18,000	426 S. Theresa ave.
Gratiot Street Warehouse Co.....	Mound City..	50,000	Branch and First sts.
P. P. Williams Grain Co.....	Belt.....	150,000	East St. Louis, Ill.

Total capacity January 1st, 1897..... 2,478,000 bushels.

STATEMENT SHOWING THE ENTIRE

RECEIPTS.

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
Chicago & Alton R.R. (Mo. Div.)	26,385	310,046	561,525	184,480	9,800	.....
Missouri Pacific R. R.	404,985	2,490,488	8,642,190	1,161,815	26,858	5,250
St. Louis and San Francisco R. R.	34,445	1,148,858	804,425	10,105	.....	.....
Wabash R. R. (West)	162,675	967,221	1,682,085	2,472,835	94,004	21,730
St. Louis, Kas. City & Colo. R. R.	.....	215,934	18,695	.....	.....	.....
Mo., Kansas & Texas R. R.	19,330	919,290	250,785	35,810	29,935	.....
St. Louis Southwestern R. R.	230	1,850	700	.....	.....	.....
St. L., Iron Mount. & So. E. R.	4,620	38,026	135	355	.....	.....
Illinois Central R. R.	19,190	170,300	14,700	12,450	.....	.....
Louisville & Nashville R. R.	3,165	6,500	.....	1,205	.....	.....
Mobile & Ohio R. R.	8,765	21,038	1,045	1,255	.....	.....
Louisville, Evansville & St. L. R. R.	48,255	29,259	700	1,100	.....	.....
Baltimore & Ohio S.-W. R. R.	12,530	37,950	18,200	4,400	700	.....
Chicago & Alton R. R.	8,850	712,400	556,590	410,300	2,800	.....
Cleveland, Cin., Chi. & St. L. R. R.	4,625	150,800	49,700	5,500	.....	.....
Vandalia & Terre Haute R. R.	27,035	54,144	32,900	20,325	1,706	5,250
Wabash R. R. (East)	7,160	270,400	171,620	24,300	700	.....
Toledo, St. Louis & Kan. City R. R.	2,836	138,450	8,400	9,900	700	.....
Chicago, Peoria & St. Louis R. R.	23,523	486,850	34,300	269,635	.....	962,350
Chicago, B. & Q. R. R.	102,000	1,278,550	2,574,900	1,628,700	107,800	315,500
Keokuk & St. Louis R. R.	171,335	1,515,544	7,649,280	4,745,400	2,100	630,800
St. L., Chicago & St. Paul R. R.	187,560	94,900	133,000	9,900	925	.....
St. L., Belleville & Southern R. R.	110	.....	.....	.....	.....	.....
Upper Mississippi River	75,140	208,944	134,990	38,625	6,108	12
Lower " "	8,268	720,128	36,850	1,450	765	490
Illinois " "	345	197,170	179,010	1,140	3,530	.....
Missouri " "	.....	18,308	6,710	275	.....	.....
Ohio, Cumb. & Tenn. Rivers	250	283	125	.....	.....	.....
By Wagon	.....	467,546	700,000	400,000	.....	.....
Total Receipts	1,348,601	13,651,248	24,783,445	11,491,110	296,930	1,331,611
Sold direct from country points	1,333,904	.....	.....	.....	.....	.....
Flour manufactured	1,333,986	.....	.....	.....	.....	.....
In Store, January 1st, 1896	75,686	2,367,144	44,679	639,002	12,972	11,138
Total movement	4,152,127	15,018,392	24,808,324	12,120,312	309,902	1,342,749

MOVEMENT IN FLOUR AND GRAIN FOR 1896.

SHIPMENTS.

By—	Flour, Bbls.	Wheat. Bush.	Corn, Bush.	Oats, Bush.	Rye, Bush.	Barley Bush.
Chicago & Alton R.R. (Mo. Div)	160	500	.....	.....	.....	.....
Missouri Pacific R. R.	2,729	700	4,809	32,400	1,176	4,560
St. Louis and San Francisco R.R.	35,745	21,060	3,061	7,820	1,200	.....
Wabash R. R. (West)	115	8,550	.....	53,190	.....	.....
St. Louis, Kansas City & Col. R. R.	200	.....	.....	5,210	.....	.....
Missouri, Kansas & Texas R. R.	83,533	84,076	.....	4,886	.....	700
St. Louis Southwestern R. R.	111,607	16,191	7,644	141,860	27	.....
St. Louis, Iron Mount. & So. R.R.	345,308	836,484	781,408	537,070	7,382	22,496
Illinois Central R. R.	800,608	993,586	254,823	594,600	4,180	.....
Louisville & Nashville R. R.	145,637	692,752	2,827,610	822,495	18,619	4,610
Mobile & Ohio R. R.	269,642	701,434	1,504,376	1,236,219	700	1,678
Louisville, Evansville & St. L. R. R.	86,635	575,985	2,675,889	238,490	115,084	60,322
Baltimore & Ohio S. W. R. R.	23,101	352,891	1,478,652	67,145	9,332	10,580
Chicago & Alton R.R.	43,204	57,905	9,733	8,975	700	.....
Cleve., Cin., Chicago & St. L. R. R.	128,912	472,460	1,210,578	118,880	7,160	.....
Vandalia & Terre Haute R. R.	2,906	48,765	91,815	50,065	500	.....
Wabash R. R. (East)	100,121	168,300	100,783	17,850	700	700
Toledo, St. Louis & Kas. City R. R.	115,514	233,971	511,277	3,820	79,096	984
Chicago, Peoria & St. Louis R.R.	16,750	60,455	70,825	4,280	.....	.....
Chicago, Burl. & Quincy R. R.	8,100	179,500	47,600	1,000	700	.....
St. Louis, Keokuk & N. W. R. R.	460	4,270	4,892	.....	.....	.....
St. Louis, Chicago & St. Paul R. R.	91	99,606	1,800	2,600	.....	.....
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....
St. L., Belleville & Southern R. R.	350	.....	.....	.....	.....	.....
Upper Mississippi River	444	450	30	160	.....	.....
Lower " "	195,941	1,750,646	8,443,890	1,298,208	1,078	49
Illinois " "	206	.....	.....	300	.....	.....
Missouri " "	49	.....	.....	100	.....	.....
Ohio, Cumb & Tenn. Rivers	10,012	151	3,045	158,925	.....	.....
Total Shipments	1,946,081	6,650,578	20,042,730	5,895,687	247,522	106,624
Sold direct from country points	1,393,904	.....	.....	.....	.....	.....
Ground in City Mills	.....	5,632,929	1,806,443	322,000	12,000	.....
City consumption	729,646	.....	857,928	5,880,986	.....	1,822,568
Stock on hand Dec. 31, 1896	82,296	2,784,886	2,101,223	521,639	77,392	18,622
Total movement	4,152,127	15,018,392	24,808,324	12,120,312	836,921	1,942,799

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1896.

1896.		Flour, in bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Bar- ley, bush.	Bran.		Corn Meal, bbls.	Cotton, bales.	Hay, tons.
								Sacks.	Cars.			
Jan.	4	22,497	62,268	101,470	67,875	8,150	500	21,206	11	1,066	8,829	1,351
"	11	54,813	173,374	279,624	116,925	10,990	2,450	34,619	27	4,405	24,539	5,094
"	18	90,392	287,934	500,284	202,250	12,290	4,110	49,886	34	7,076	33,498	9,573
"	25	121,142	392,499	618,083	295,705	13,490	5,850	64,428	39	8,943	42,106	13,568
Feb.	1	154,962	469,219	714,251	398,650	18,990	6,050	79,583	42	11,185	50,689	18,662
"	8	202,677	615,231	916,912	496,420	24,200	8,740	91,927	47	15,609	66,641	23,235
"	15	233,984	707,281	1,116,797	562,565	28,960	11,720	110,865	53	18,773	79,440	28,265
"	22	266,118	786,641	1,423,510	656,225	30,975	11,720	124,226	61	21,562	79,093	28,273
"	29	309,868	885,671	1,597,884	743,836	35,285	16,350	143,060	70	24,347	91,668	31,773
March	7	358,293	945,781	1,926,820	862,906	41,915	16,350	160,841	74	28,750	102,575	34,321
"	14	388,065	1,020,691	2,166,455	1,008,356	45,345	17,210	189,704	79	32,009	113,685	37,433
"	21	422,580	1,081,886	2,458,972	1,151,081	48,535	19,120	197,275	88	35,527	123,661	39,865
"	28	457,318	1,152,357	2,717,185	1,240,226	51,995	20,980	211,576	95	38,065	131,278	42,439
April	4	480,633	1,223,299	3,107,786	1,354,981	55,885	21,820	222,132	106	41,354	139,442	44,931
"	11	513,236	1,291,599	3,269,253	1,433,846	56,585	23,065	232,397	115	45,757	146,665	48,328
"	18	543,399	1,359,869	3,993,239	1,518,831	58,155	24,205	242,845	124	48,518	150,966	51,255
"	25	575,089	1,518,509	4,273,712	1,593,566	70,505	25,045	252,522	132	52,457	156,082	54,231
May	2	605,940	1,667,980	4,502,590	1,786,669	81,925	25,045	262,595	138	57,118	164,022	57,239
"	9	638,190	1,693,731	4,936,799	1,987,499	85,045	26,415	268,915	140	62,563	172,577	58,578
"	16	676,199	1,880,726	5,201,586	2,179,201	94,985	26,915	281,872	143	67,430	179,597	62,230
"	23	712,362	2,067,072	5,495,137	2,248,701	94,885	26,915	289,243	147	73,179	186,597	64,242
"	30	735,058	2,194,311	5,558,625	2,320,566	94,983	27,775	294,668	153	77,165	191,577	66,328
June	6	758,656	2,218,621	5,634,378	2,419,226	95,585	29,435	302,346	167	80,530	194,580	68,625
"	13	783,053	2,351,665	5,810,806	2,532,076	95,585	29,435	312,398	179	84,442	201,699	67,362
"	20	818,244	2,495,120	6,020,466	2,721,766	95,585	30,185	324,075	185	89,369	206,135	69,730
"	27	841,429	2,527,575	6,139,259	2,826,846	97,245	31,265	335,418	197	93,618	208,216	71,255
July	3	869,335	2,565,751	6,285,351	2,895,226	97,245	32,198	343,632	206	99,037	210,092	72,313
"	11	902,022	2,815,128	6,363,450	3,013,036	101,785	32,198	357,068	212	103,399	221,921	73,599
"	18	936,232	2,860,898	6,645,574	3,063,581	103,585	32,198	370,472	225	109,439	214,011	74,445
"	25	980,112	2,901,108	6,707,453	3,095,271	103,697	33,131	390,740	230	114,063	215,563	75,886
August	1	1,016,887	3,039,688	7,106,773	3,127,046	104,297	33,714	409,387	235	118,974	216,427	76,622
"	8	1,050,707	3,119,200	7,801,637	3,210,314	107,614	34,764	428,740	239	122,564	217,408	77,635
"	15	1,091,191	3,211,288	8,780,736	3,262,079	107,900	34,813	450,214	252	126,813	218,130	78,333
"	22	1,136,660	3,319,663	9,757,791	3,331,194	108,910	36,429	464,664	261	129,208	219,671	80,065
"	29	1,184,061	3,584,620	10,556,929	3,407,435	110,830	36,429	481,933	265	133,024	222,812	82,837
Sept.	5	1,241,887	3,736,468	11,198,987	3,472,445	112,895	36,429	502,734	270	138,234	226,857	85,457
"	12	1,297,749	3,972,458	11,739,456	3,599,055	116,034	37,609	519,062	282	144,136	229,819	86,719
"	19	1,357,192	4,099,538	12,144,301	3,677,745	116,761	38,799	534,101	292	149,428	234,738	87,640
"	26	1,405,700	4,291,115	12,593,185	3,794,507	117,461	38,799	514,672	301	153,984	241,663	88,223
Oct.	3	1,462,677	4,496,722	13,050,036	3,872,447	118,118	38,799	563,543	310	160,387	244,611	89,128
"	10	1,503,891	4,652,782	13,617,452	4,019,107	120,218	38,799	570,102	318	165,026	274,063	90,674
"	17	1,537,239	4,771,299	14,093,311	4,343,080	123,075	42,097	574,765	319	169,213	295,577	91,125
"	24	1,620,626	5,021,973	14,695,002	4,505,800	139,350	47,552	582,951	333	174,406	323,797	92,328
"	31	1,667,135	5,290,357	15,628,892	4,640,810	179,180	50,392	596,469	353	178,650	349,232	93,637
Nov.	7	1,711,202	5,491,750	16,614,128	4,727,000	202,000	50,932	605,508	369	182,825	373,951	95,323
"	14	1,742,944	5,737,723	17,474,979	4,856,680	217,890	67,137	611,465	378	184,894	402,236	97,115
"	21	1,783,499	5,899,789	17,898,508	4,960,330	222,010	73,072	619,969	389	190,080	424,245	98,735
"	28	1,814,140	5,987,170	18,181,773	5,075,665	228,270	78,352	625,723	395	195,006	445,059	100,105
Dec.	5	1,844,505	6,155,019	18,429,081	5,069,935	229,670	85,283	630,432	403	198,048	474,245	100,795
"	12	1,868,080	6,396,609	18,795,047	5,121,993	231,070	87,592	634,884	420	204,211	498,806	102,315
"	19	1,899,655	6,470,389	19,255,539	5,171,935	238,080	93,172	639,708	434	209,128	521,584	103,577
"	26	1,914,810	6,559,574	19,537,115	5,221,620	241,390	93,272	643,406	438	211,701	537,434	105,422
"	31	1,931,425	6,649,706	20,039,439	5,360,080	246,460	106,624	646,421	446	215,197	556,824	107,115
Shipped to local points not included above.		11,656	872	3,291	35,607	1,069	.....	4,888	.....	1,509	.....	36
Total,		1,946,081	6,650,578	20,012,730	5,335,637	247,529	106,624	651,309	446	216,706	556,824	107,999

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1896—Continued.

Tobacco. Hds.	Lead. Pigs.	Hog Product, Lbs.				Wool. Lbs.	Cattle. Lbs.	Sheep.	Hogs.	Horses and Mules.	Flax Seed Bu.
		Pork. Bbls.	Hams. Lbs.	Meat. Lbs.	Lard. Lbs.						
10	29,313	276	235,700	1,489,100	655,200	191,000	3,034	1,451	10,857	2,695	2,410
37	40,351	296	515,700	4,381,300	1,980,800	518,900	7,114	1,976	30,605	6,685	3,130
44	51,353	346	948,500	7,984,700	3,175,200	780,800	12,692	2,146	49,046	11,997	5,640
131	70,322	398	1,901,700	11,015,300	4,654,700	894,500	16,441	2,285	67,314	17,100	6,340
154	85,130	488	3,008,200	14,091,300	6,328,700	1,064,700	22,102	2,388	83,664	20,933	6,340
174	93,094	609	3,742,400	17,734,400	7,870,300	1,313,400	26,099	2,541	99,409	25,457	6,840
241	109,711	661	4,180,900	20,560,900	9,213,800	1,409,500	31,733	3,226	116,500	29,738	7,890
289	120,974	704	4,647,000	22,812,000	10,012,900	1,417,200	35,822	3,243	132,041	32,919	8,630
313	138,019	1,245	5,398,200	23,516,300	12,576,400	1,592,100	39,760	6,298	153,835	36,953	8,630
394	164,932	1,302	5,949,100	29,970,400	13,850,000	1,762,300	42,394	7,045	171,510	38,764	10,550
447	181,746	1,376	6,508,700	33,214,700	15,301,100	1,906,500	45,239	7,385	189,909	41,972	11,050
471	193,620	1,434	6,953,000	36,655,800	16,631,900	2,135,900	48,778	7,885	207,372	43,743	13,010
542	207,513	1,567	7,933,900	39,807,600	18,560,390	2,384,500	52,895	7,885	226,323	45,481	13,730
643	218,156	1,574	8,512,600	43,243,900	19,986,690	2,682,200	57,277	7,828	247,014	46,740	13,730
681	239,866	1,967	9,498,700	47,652,100	22,898,290	2,913,200	60,603	10,567	261,646	47,743	14,339
702	255,185	2,071	10,424,700	50,485,100	27,001,510	3,127,800	64,582	15,556	283,037	48,730	16,030
721	281,465	2,161	11,487,700	54,365,500	29,709,010	3,237,900	69,068	28,732	299,404	49,648	17,200
796	315,127	2,455	11,994,000	58,006,600	30,379,210	3,579,900	72,978	35,492	319,280	50,924	17,200
833	344,191	2,841	12,883,300	62,394,100	32,745,410	3,782,800	76,912	56,425	338,764	51,945	17,200
850	364,426	2,910	13,720,500	66,273,700	34,517,055	4,076,800	81,959	77,073	363,272	52,754	17,700
880	420,537	3,854	14,843,300	69,592,000	36,079,645	4,615,800	86,302	92,398	375,316	53,421	18,330
885	449,278	4,794	15,542,800	72,317,800	36,974,045	4,927,900	91,211	113,894	382,146	53,822	18,880
912	489,716	4,911	16,415,900	76,072,400	38,614,845	5,532,400	101,775	143,474	402,842	54,794	19,980
964	546,161	5,237	17,378,700	78,562,700	40,962,645	6,079,700	108,379	161,465	418,663	55,715	21,680
1,049	606,767	5,351	18,271,800	81,863,300	42,911,259	6,683,300	118,049	177,675	429,655	56,302	21,630
1,159	657,015	5,523	19,103,400	84,358,400	44,290,159	7,422,500	125,135	192,882	444,700	57,073	21,630
1,207	720,395	6,115	20,081,800	86,291,800	45,302,985	7,838,300	131,549	204,965	460,768	57,765	22,180
1,355	739,482	6,469	21,328,300	90,060,600	46,902,019	8,272,600	138,550	212,303	477,478	58,462	22,880
1,567	756,450	6,874	22,022,000	92,599,300	48,451,767	8,518,900	147,431	214,947	491,522	58,934	22,880
1,622	784,982	7,560	22,980,400	95,357,300	50,308,752	8,944,600	155,738	217,442	515,043	59,412	46,302
1,969	800,760	7,957	24,004,000	98,501,700	51,491,152	9,309,000	163,619	228,406	526,060	60,182	69,082
2,175	826,353	8,316	24,804,900	102,404,600	53,405,306	9,683,400	171,930	226,166	536,486	60,690	133,062
2,317	846,257	8,354	25,511,800	105,236,600	55,572,306	10,041,400	182,132	229,184	553,621	61,421	233,282
2,425	894,630	9,090	26,330,500	108,306,600	57,137,106	10,098,100	192,364	231,257	568,971	62,512	360,486
2,471	923,518	9,304	27,065,800	110,102,900	58,455,521	10,402,100	202,255	232,585	585,849	63,294	401,716
2,679	938,278	9,403	27,834,100	113,305,300	60,824,441	10,563,000	213,285	235,341	600,743	64,532	400,646
2,807	960,918	10,222	28,457,800	117,407,900	61,554,641	10,819,500	225,917	237,108	618,034	65,841	466,471
2,998	980,309	10,359	28,938,450	121,663,400	62,780,396	10,997,900	237,110	240,270	627,582	67,779	489,631
3,049	998,040	10,530	29,349,590	124,997,600	64,446,376	11,384,600	243,323	241,856	641,444	69,437	508,675
3,100	1,009,283	10,638	29,962,690	128,662,800	65,731,951	11,725,800	252,546	243,441	663,197	71,657	528,905
3,144	1,051,602	10,911	30,366,590	134,174,100	67,361,631	12,323,900	258,701	243,901	689,858	74,261	545,935
3,212	1,087,718	12,816	32,085,190	139,334,300	69,460,431	12,614,904	268,690	244,848	706,544	77,629	564,739
3,291	1,103,083	14,006	32,770,799	144,401,100	71,391,931	12,797,979	276,026	246,885	727,659	81,281	576,749
3,411	1,131,487	14,247	33,942,090	148,189,000	73,208,531	13,059,879	281,637	248,253	742,566	85,497	584,129
3,476	1,159,074	14,262	35,239,590	150,719,300	75,011,996	13,587,679	284,853	248,253	750,684	87,218	593,189
3,503	1,202,251	14,840	36,033,290	154,708,000	76,117,696	13,772,579	290,777	248,368	771,023	92,195	597,338
3,538	1,237,017	14,429	36,847,290	158,254,500	77,714,866	14,014,679	305,389	250,693	787,507	97,585	598,199
3,602	1,264,538	14,577	37,448,190	161,108,000	78,768,766	14,161,879	312,693	250,891	801,064	103,504	601,709
3,678	1,280,935	14,740	38,074,090	164,471,900	80,849,566	14,778,679	321,687	251,203	824,619	107,649	602,797
3,733	1,309,199	15,074	38,847,990	166,178,900	82,243,516	15,215,279	331,096	251,962	840,933	110,659	603,879
3,793	1,347,745	15,703	39,530,190	167,838,400	83,461,716	15,387,779	338,907	252,104	864,245	113,306	605,179
3,881	1,363,608	16,335	39,947,190	169,007,000	83,976,866	15,716,379	343,212	253,967	872,868	116,938	605,779
3,939	1,401,582	17,184	40,511,990	171,312,400	84,750,866	15,936,779	347,305	255,441	885,462	120,454	606,879
.....	4,745	308	244,240	95,070	124,681	2,800	2,732	1,161	.....	748	.....
3,939	1,406,327	17,492	40,756,230	171,407,470	84,875,547	15,939,579	350,037	254,602	885,462	121,202	606,879

RATES OF STORAGE ADOPTED BY THE ST. LOUIS ELEVATORS TO APPLY DURING 1897.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and $\frac{3}{8}$ of 1 cent per bushel, for each additional ten days or part thereof.

On Oats, $\frac{1}{2}$ of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and $\frac{3}{8}$ of 1 cent per bushel for each subsequent ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Oats.

Dumping sacks from river $\frac{1}{2}$ of 1 cent per bushel.

Dumping sacks from rail $\frac{1}{2}$ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, $2\frac{1}{2}$ cents per sack for the first five days, and 1 cent per sack for each subsequent ten days or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

FEES FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE STATE INSPECTION DEPARTMENT, AND IN FORCE JANUARY 1, 1897.

Inspection on Arrival	40 cents per car.
Inspection out of Elevators	40 cents per car.
Inspection out of Elevators to Barges	50 cents per 1,000 bushels.
Inspection of Sack Grain	$\frac{1}{2}$ of 1 cent per sack.
Charges for weighing will be 25 cents per car in, and 25 cents per car or carload lots out of Elevators.	
Weighing out to Barges	30 cents per 1,000 bushels.
Weighing Sack Grain in lots of 200 sacks, or less, 20 cents per lot; and in lots over 200 sacks, $\frac{1}{2}$ of 1 cent per sack.	

FLOUR.

The Flour Trade of the past year shows some improvement over 1895, the total amount handled by millers and dealers being 4,076,491 bbls., as against 3,753,370 the previous year. The amount received and the amount handled from country points shows an increase, while the amount manufactured by city mills decreased some 400,000 barrels. This was caused by the fact that one city mill was idle the whole year, while another, destroyed by the tornado of May 27th and rebuilt, was operated but six months.

The milling interest was hampered by the fact that the winter wheat crop was a partial failure, and commanded a premium over spring wheat, seriously restricting winter wheat milling.

The rapid advance in values, however, from 53 cents in June to over 90 cents in December for No. 2 red wheat, largely compensated city millers carrying usual stocks and probably more net profit was realized than for several previous years. Flour dealers also report increased business with ready buyers most of the time, and that the year was a fairly prosperous one, much more so than the two previous seasons.

Therefore, the year was fairly satisfactory to local millers and dealers. One notable and new feature of the trade since the present crop began to move, has been the large export of bran, which otherwise would have been forced into the domestic trade in competition with the exceedingly low prices of the cheaper corn and oat products.

The shipments of the year were, 1,946,081 bbls., of which 374,621 was exported on direct bills of lading. Of this amount 32,381 bbls. went to Spanish-American countries.

Prices of extra fancy opened in January at \$3.15 to \$3.20 per bbl., declined to \$2.70 and \$2.80 in July and August, closing at \$4.15 and \$4.25 in December.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1896.	Barrels Manuf. 1895.	Barrels Manuf. 1894.
Geo. P. Plant Milling Co.....	Plant's Roller A	1,500	208,408	276,176	239,493
Kehler Bros.....	Kehler.....	3,000	459,000	538,180	430,400
E. O. Stanard Milling Co.	Eagle Steam.....	1,900	.....*	133,292	130,486
Regina Flour Mill Co.....	Regina.....	1,000	90,244	79,211	189,113
Victoria Flour Mill Co.....	Victoria.....	900	170,001	200,000	134,361
Hezel Milling Co.....	East St. Louis...	500	49,189†	112,094	106,848
Saxony Mill Co.....	Saxony.....	900	74,111	71,108	115,488
Sessinghaus Milling Co.....	Jefferson.....	500	91,833	111,965	117,365
E. Goddard & Sons Flour Mill Co.	U. S. Steam.....	900	55,944	62,392	59,300
H. B. Eggers & Co.....	Meramec.....	600	106,500	120,100	118,400
Oarondelet Milling Co.....	Oarondelet.....	250	29,462	35,000	28,128
Total.....	.....	11,050	1,332,986	1,740,026	1,656,645

* Not operated in 1896. † Destroyed by tornado May 27, rebuilt and run 6 months.

FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-
ZENS OF ST. LOUIS, MEMBERS OF THE
MERCHANTS' EXCHANGE.

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1896.
E. O. Stanard Milling Co....	Alton City.....	Alton, Ill.....	1,200	184,457
E. O. Stanard Milling Co.....	Empire.....	Dallas, Tex.....	700	123,573
Conrad Becker.....	1st Hungarian..	Red Bud, Ill.....	275	64,173
Grand Chain Mills Co.....	Grand Chain...	Commerce, Mo...	200	32,000
Camp Spring Mills Co.....	Camp Spring...	Nashville, Ill...	1,000	123,652
Meyer & Bulte.....	White Swan...	Clinton, Mo.....	800	140,070
Fusz & Backer.....	Pacific Star...	Washington, Mo.	300	32,890
Kehler Bros.....	*Rex.....	Kansas City.....	5,000	235,000
Bernet & Craft.....	.....	Troy, Ill.....	250	24,000
Bernet & Craft.....	Metcalf.....	Palmyra, Mo.....	200	20,000
Bernet & Craft.....	Meyer.....	Venedy, Ill.....	100	10,000
Bernet & Craft.....	Minden.....	Minden, Ill.....	100	13,960
Chas. A. Eberle.....	J.B. Thro Mill Co	St. Charles, Mo..	275	28,773
J. H. Merten Com. Co.....	Central Roller..	St. Charles, Mo..	725	31,200
Hunter Bros.....	Farmer.....	Edwardsville, Ill	250	40,000
Hunter Bros.....	Anchor.....	Mt. Olive, Ill...	400	65,000
Fischer Flour Co.....	Cone.....	St. Genevieve, Mo	275	45,250
Manchester Milling Co.....	Manchester....	Manchester, Mo..	130	15,363
J. F. Meyer & Sons.....	Queen City.....	Springfield, Mo.	600	156,000
Total.....	.....	.....	12,280	1,339,904

* Run from August 1st.

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR TWENTY-FIVE YEARS.**

Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.	Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.
1857	573,064	662,548	.....	1877	1,157,932	1,517,921	2,295,657
1858	687,451	825,651	.....	1878	1,305,336	1,916,290	2,670,740
1859	484,715	663,446	.....	1879	1,607,236	2,142,949	3,045,035
1860	443,196	539,165	.....	1880	1,703,874	2,077,625	3,292,803
1861	484,000	694,110	.....	1881	1,620,996	1,718,429	2,696,245
1862	647,419	906,880	.....	1882	2,003,424	1,850,215	3,305,165
1863	689,242	758,422	.....	1883	1,585,670	1,892,633	2,751,182
1864	815,144	782,560	.....	1884	1,456,153	1,960,737	3,014,105
1865	1,161,038	743,281	1,521,465	1885	1,032,506	1,841,529	2,551,499
1866	1,208,726	818,300	1,700,740	1886	848,417	1,807,956	2,243,861
1867	944,075	765,298	1,450,475	1887	1,049,864	1,985,717	2,594,881
1868	805,836	895,154	1,499,337	1888	887,173	2,016,619	2,682,405
1869	1,210,555	1,068,592	2,172,761	1889	1,168,603	2,066,442	2,859,389
1870	1,491,626	1,351,773	1,790,739	1890	1,229,975	1,872,005	2,880,324
1871	1,428,408	1,507,915	2,676,525	1891	1,353,640	1,748,190	2,767,906
1872	1,259,933	1,494,708	2,247,040	1892	1,455,342	1,623,371	2,313,738
1873	1,296,457	1,420,287	2,506,215	1893	1,171,025	1,669,048	2,044,727
1874	1,683,898	1,573,202	2,981,760	1894	1,261,309	1,656,645	2,168,388
1875	1,300,381	1,484,821	2,480,877	1895	1,013,344	1,740,026	2,145,659
1876	1,071,434	1,441,944	2,217,578	1896	1,348,601	1,333,986	1,946,081

**TOTAL AMOUNT OF FLOUR HANDLED BY MILLERS AND DEALERS FOR
EIGHT YEARS.**

	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.
Received	1,348,601	1,013,344	1,361,309	1,171,025	1,455,342	1,353,640	1,229,975	1,168,603
Manufactured ..	1,333,986	1,740,026	1,656,645	1,669,048	1,623,371	1,748,190	1,872,005	2,066,442
Sold & ship'd } direct from } country mills }	1,336,904	1,000,000	1,800,000	1,893,765	1,792,139	1,830,634	1,211,587	1,014,216
Total Barrels	4,076,491	3,753,370	4,717,954	4,733,838	4,870,852	4,933,464	4,813,567	4,249,261

STOCK OF FLOUR IN STORE DEC. 31ST, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1896	82,236	1886	119,450
1895	75,636	1885	114,630
1894	63,927	1884	100,006
1893	60,015	1883	100,608
1892	137,737	1882	151,586
1891	70,130	1881	156,079
1890	87,400	1880	90,976
1889	98,789	1879	163,666
1888	99,670	1878	113,393
1887	124,200	1877	144,002

MONTHLY STOCK OF FLOUR IN STORE, 1895 AND 1896.

Month.	1896. bbls.	1895. bbls.	Month.	1896. bbls.	1895. bbls.
January 1st.....	75,636	68,927	July 1st.....	29,473	49,337
February 1st.....	57,861	49,876	August 1st.....	37,981	58,250
March 1st.....	67,015	54,565	September 1st.....	48,000	52,914
April 1st.....	61,576	54,187	October 1st.....	48,289	49,922
May 1st.....	40,403	56,252	November 1st.....	56,811	72,931
June 1st.....	41,525	43,948	December 1st.....	79,488	67,900

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1896.	1895.	Months.	1896.	1895.
January.....	101,550	69,210	January.....	146,187	131,182
February.....	105,400	59,980	February.....	163,261	154,460
March.....	88,226	102,230	March.....	158,207	251,727
April.....	83,555	95,385	April.....	127,337	210,089
May.....	96,280	87,607	May.....	139,489	184,847
June.....	113,175	67,386	June.....	119,481	151,625
July.....	121,475	61,445	July.....	156,884	121,680
August.....	127,511	79,216	August.....	184,648	196,907
September.....	187,213	79,610	September.....	244,417	189,670
October.....	168,620	123,685	October.....	233,065	213,463
November.....	115,985	83,890	November.....	153,769	163,633
December.....	91,810	103,690	December.....	114,486	162,376
Total.....	1,848,601	1,013,844	Total.....	1,946,061	2,145,639

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '85, 1,356,714 bbls.	Year ending June 30, '91, 1,227,546 bbls.
" " 30, '86, 833,864 "	" " 30, '92, 1,431,980 "
" " 30, '87, 1,006,443 "	" " 30, '93, 1,397,498 "
" " 30, '88, 984,021 "	" " 30, '94, 1,142,435 "
" " 30, '89, 921,366 "	" " 30, '95, 1,119,893 "
" " 30, '90, 1,340,317 "	" " 30, '96, 1,119,681 "

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1896.	1895.	Direction.	1896.	1895.
Eastern Railroads.....	269,294	77,785	Direct for export.....	374,621	238,217
Illinois River.....	845	5,235	To Eastern points.....	111,965	216,524
Western Railroads.....	628,440	441,796	Southern ".....	1,416,623	1,485,399
Missouri River.....	.....	440	Western ".....	83,998	83,229
Southern Railroads.....	103,545	74,766	Northern ".....	4,004	6,369
Lower River Boats.....	8,516	7,570	.....	.....	.....
Northern Railroads.....	278,235	825,210	.....	.....	.....
Upper River Boats.....	75,140	80,602	.....	.....	.....
Total.....	1,848,601	1,013,844	Total.....	1,946,061	2,145,639

STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1896.

CITIES.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	110,000	105,000	100,000	95,000	85,000	90,000	80,000	80,000	75,000	70,000	75,000	85,000
New York.....	163,400	177,900	163,400	146,000	154,600	145,100	109,600	98,000	98,000	95,600	91,900	108,900
Chicago.....	70,550	49,850	41,100	45,600	49,600	46,800	42,100	41,900	43,800	54,850	45,400	40,650
St. Louis.....	75,635	57,861	67,015	61,576	46,403	41,523	29,495	37,931	43,000	43,253	55,311	79,433
Toledo.....	7,500	8,000	23,000	18,000	6,000	4,000	4,000	8,900	8,000	5,000	8,000	5,500
Baltimore.....	52,802	57,832	53,163	49,603	45,000	42,600	43,000	47,000	45,000	46,000	47,000	50,000
Boston.....	6,800	5,500	5,800	6,000	6,000	14,000	7,000	8,000	12,000	6,000	7,722	9,000
Proton.....	184,523	193,613	193,217	139,464	199,631	123,903	115,431	111,058	104,535	129,735	125,023	184,598
Milwaukee.....	129,000	130,000	90,500	91,780	76,350	35,000	51,450	45,200	60,500	62,800	86,500	134,523
Duluth.....	32,740	32,000	73,980	221,465	277,000	213,595	239,425	204,000	250,310	133,640	210,150	136,175
Totals, bbls.....	831,551	755,043	745,634	573,980	579,544	768,106	731,549	696,929	714,315	641,374	743,066	853,999

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1896,
ON THROUGH BILLS OF LADING.

DESTINATION.	Barrels.	DESTINATION.	Barrels.	TOTALS.—Barrels.
England.....	96,685	Sweden.....	340	1895..... 574,621
Germany.....	12,760	Nova Scotia.....	.....	1896..... 836,217
Scotland.....	81,730	Newfoundland.....	6,260	1891..... 694,993
Ireland.....	84,530	Canada.....	1,450	1903..... 637,750
Denmark.....	165	Seaboard for Exports.....	26,625	1892..... 649,835
Norway.....	1,595	Cuba.....	27,150	
Holland.....	6,455	West Indies.....	.....
Belgium.....	20,065	Central America.....	3,820	
Africa.....	250	South America.....	206	
Wales.....	.....	Porto Rico.....	1,075	
Austria.....	2,800	Mexico.....	1,150	

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by WORTHINGTON C. FORD, Chief of Bureau of Statistics, Washington.

FROM	1893. Bbls.	1894. Bbls.	1895. Bbls.	1896. Bbls.
New York.....	6,448,931	6,292,106	4,516,145	4,817,439
Boston.....	1,855,471	2,108,422	1,433,157	1,457,536
Philadelphia.....	1,376,434	1,377,777	905,122	634,136
Baltimore.....	3,331,374	2,943,562	2,539,481	3,063,645
New Orleans.....	117,878	133,075	91,140	233,133
San Francisco.....	867,543	756,287	925,065	1,156,442
Chicago.....	2,800	4,190	.....	.....
Detroit.....	184,135	255,129	148,940	91,131
Duluth and Superior.....	348,249	282,748	1,171,589	1,143,235
Huron.....	42,413	132,249	139,595	43,466
Key West.....	45,691	61,466	52,971	.....
Portland.....	56,690	60,955	43,616	124,812
Puget Sound.....	178,443	323,871	403,191	502,141
Richmond.....	20,416	4,586	.....	.....
Willamette.....	359,466	303,838	439,734	592,373
New Port News.....	843,537	673,265	1,274,045	1,611,862
Galveston.....	.....	.....	.....	57,723
Mobile.....	.....	.....	.....	41,696
Other Points.....	366,633	442,564	398,169	229,667
Total.....	16,440,603	16,056,390	14,528,700	15,856,336

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1893.	1894.	1895.	1896.
St. Louis.....	1,171,025	1,261,309	1,013,344	1,243,601
New York.....	8,190,495	7,741,464	6,404,036	6,394,135
Boston.....	3,194,772	3,263,359	2,618,339	2,334,719
Baltimore.....	3,867,985	3,818,033	3,779,596	4,104,936
Cincinnati.....	1,879,546	1,475,345	1,892,545	1,964,843
Milwaukee.....	1,873,166	2,209,403	2,698,270	3,196,350
Minneapolis.....	232,732	149,704	136,045	140,363
Toledo.....	604,224	390,195	374,306	768,000
Buffalo.....	10,562,000	11,488,530	8,971,740	10,264,034
Chicago.....	4,664,424	4,223,132	3,005,490	2,531,936
Philadelphia.....	3,823,535	3,791,824	3,077,335	3,840,153
New Orleans.....	766,252	756,068	655,291	547,529
Detroit.....	166,433	162,403	159,520	264,896
Peoria.....	314,300	268,400	323,139	261,653
San Francisco.....	1,120,487	.....	1,300,774	1,448,406
Montreal.....	795,296	857,761	1,613,544	1,632,169
Duluth and Superior.....	4,868,523	5,107,215	4,308,353	4,373,415
Cleveland.....	233,659	568,130	661,490	636,639
Indianapolis.....	127,643	158,363	156,312	169,365

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1896. Bbls.	1895. Bbls.	1894. Bbls.
Minneapolis	12,874,890	10,581,635	9,400,535
St. Louis	1,333,966	1,740,026	1,656,645
Baltimore	419,234	401,580	420,878
Philadelphia	240,000	240,000	240,000
Milwaukee	1,620,140	1,769,725	1,576,064
Buffalo	1,225,000	1,355,000	1,500,000
Toledo	900,000	900,000	869,500
Detroit	305,000	320,000	287,000
Chicago	921,835	751,501	444,000
Duluth and Superior	3,120,945	3,534,068	2,946,292
Kansas City ..	526,183	342,517	725,390
Peoria	103,300	123,200	120,000
Cincinnati	146,339	269,839	335,821
Cleveland	250,453	378,000	402,000
Indianapolis	431,502	544,801	660,096

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Board
of Flour Inspectors.

	1896. Bbls.	1895. Bbls.	1894. Bbls.
January	19,827	9,037	12,647
February	27,763	10,608	19,747
March	14,150	25,354	21,112
April	21,469	17,975	18,229
May	25,480	21,496	19,785
June	27,523	18,977	20,971
July	20,546	16,110	15,734
August	23,718	28,890	27,906
September	23,930	33,660	12,630
October	26,391	33,485	13,944
November	21,436	20,032	10,299
December	13,131	17,785	8,392
Total bbls	265,364	253,409	201,396

FLOUR GRADED DURING 1896.

55,738 bbls. Patent.
67,829 bbls. Extra Fancy.

4,102 bbls. Fancy.
835 bbls. Choice.

VICTOR GOETZ, President.

WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR FOR 1896.

1896.		Patent.	Extra Fancy.	Fancy.	Choice.
January	4	\$ 35@ \$ 40	\$ 15@ \$ 30	2 70@ \$ 70	\$ 50@ \$ 60
"	11	\$ 40.3 50	\$ 15.3 25	2 70.2 80	2 50.3 60
"	18	\$ 35.3 45	\$ 10.3 20	2 70.2 80	2 50.3 60
"	25	\$ 50.3 60	\$ 30.3 40	2 75.3 85	2 80.3 90
February	1	\$ 70.3 80	\$ 40.3 50	2 80.3 90	2 85.3 95
"	8	\$ 75.3 85	\$ 45.3 55	2 80.3 90	2 85.3 95
"	15	\$ 65.3 75	\$ 40.3 50	2 80.2 90	2 85.3 95
"	22	\$ 60.3 75	\$ 35.3 45	2 80.2 90	2 85.3 95
"	29	\$ 65.3 85	\$ 40.3 50	2 80.2 90	2 85.3 95
March	7	\$ 80.3 75	\$ 35.3 45	2 80.2 90	2 85.3 95
"	14	\$ 55.3 65	\$ 25.3 35	2 75.2 85	2 50.3 60
"	21	\$ 55.3 65	\$ 30.3 40	2 75.2 85	2 50.3 60
"	28	\$ 55.3 65	\$ 30.3 40	2 75.2 85	2 50.3 60
April	4	\$ 55.3 65	\$ 30.3 40	2 75.2 85	2 50.3 60
"	11	\$ 65.3 75	\$ 35.3 45	2 75.2 85	2 50.3 60
"	18	\$ 65.3 75	\$ 35.3 45	2 75.2 85	2 50.3 60
"	25	\$ 80.3 75	\$ 30.3 45	2 75.2 85	2 50.3 60
May	2	\$ 80.3 75	\$ 30.3 45	2 75.2 85	2 50.3 60
"	9	\$ 80.3 70	\$ 30.3 40	2 75.2 85	2 50.3 60
"	16	\$ 80.3 70	\$ 30.3 40	2 75.2 85	2 50.3 60
"	23	\$ 50.3 65	\$ 20.3 30	2 70.2 80	2 45.3 55
"	29	\$ 40.3 55	\$ 10.3 25	2 55.2 75	2 40.2 50
June	6	\$ 40.3 50	\$ 15.3 25	2 40.2 50	2 10.2 20
"	13	\$ 25.3 50	\$ 05.3 15	2 40.2 50	2 10.2 20
"	20	\$ 35.3 50	\$ 05.3 15	2 40.2 50	2 10.2 20
"	27	\$ 30.3 45	\$ 00.3 15	2 30.2 40	2 00.2 10
July	3	\$ 35.3 40	\$ 05.3 10	2 30.2 40	2 00.2 10
"	11	\$ 25.3 35	\$ 05.3 05	2 30.2 40	2 00.2 10
"	18	2 95.3 05	2 70.2 80	2 30.2 40	2 00.2 10
"	25	\$ 00.3 10	\$ 75.2 85	2 25.2 35	1 90.2 00
August	1	\$ 00.3 10	2 70.2 80	2 25.2 35	1 90.2 00
"	8	\$ 00.3 15	2 70.2 85	2 25.2 35	1 90.2 00
"	15	\$ 00.3 10	2 70.2 80	2 25.2 35	1 90.2 00
"	22	\$ 05.3 20	2 75.2 85	2 25.2 35	1 90.2 00
"	29	\$ 10.3 20	2 75.2 85	2 30.2 40	2 00.2 10
September	5	\$ 06.3 20	2 70.2 85	2 30.2 40	2 00.2 10
"	12	\$ 10.3 30	2 80.2 90	2 40.2 50	2 00.2 15
"	19	\$ 25.3 40	2 90.3 00	2 40.2 50	2 00.2 15
"	26	\$ 50.3 65	\$ 10.3 20	2 55.2 70	2 15.2 30
October	3	\$ 70.3 85	\$ 30.3 40	2 65.2 80	2 25.2 35
"	10	\$ 70.3 85	\$ 30.3 40	2 65.2 80	2 25.2 35
"	17	4 00.4 15	\$ 60.3 70	2 90.3 00	2 40.2 50
"	24	4 00.4 15	\$ 60.3 70	2 90.3 00	2 40.2 50
"	31	4 05.4 20	\$ 60.3 70	2 90.3 00	2 40.2 50
November	7	4 30.4 30	\$ 85.3 95	3 25.3 40	2 60.2 75
"	14	4 50.4 65	4 10.4 20	3 40.3 50	2 75.3 90
"	21	4 40.4 55	\$ 85.4 05	3 40.3 50	2 75.3 90
"	28	4 60.4 75	4 15.4 25	3 50.3 60	2 90.3 90
December	5	4 80.4 75	4 15.4 25	3 50.3 60	2 90.3 90
"	12	4 80.4 70	4 10.4 20	3 60.3 75	3 10.3 25
"	19	4 80.4 75	4 15.4 25	3 60.3 75	3 10.3 25
"	26	4 80.4 70	4 10.4 20	3 60.3 75	3 10.3 25

GRAIN.

While the Grain trade of 1896 shows a large increase over the previous year, it was not by any means satisfactory as the volume of 1895 was the lowest for many years. It indicates, however, that St. Louis is still an important factor in the grain trade of the country, and holds fourth place in the volume of receipts. A large percentage of the grain from the surplus States was diverted by the all rail lines to the Gulf ports. Of the grain thus forwarded, a considerable amount, reaching probably 25,000,000 bushels was handled by St. Louis exporters for St. Louis account. Some 10,500,000 bushels were forwarded from St. Louis by river to New Orleans and the balance shipped to interior points and consumed by local mills.

The following tables show the receipts at this point for the past four years, also the amounts received at primary points:

RECEIPTS.

	1896.	1895.	1894.	1893.	1892.
Wheat, bushels	12,651,248	11,275,885	10,008,242	14,642,999	27,488,855
Corn, "	24,763,446	8,779,290	28,546,945	33,809,405	32,030,080
Oats, "	11,491,310	10,466,160	10,196,605	10,056,225	10,604,810
Rye, "	296,930	224,821	140,285	583,799	1,139,153
Barley, "	1,981,611	2,104,126	2,063,438	1,966,746	2,691,249
Total "	51,184,544	32,850,282	45,970,515	61,079,174	78,999,097

Including flour reduced to wheat, the receipts would be as follows:

1896—Total receipts of Flour and Wheat.....	57,203,249	bushel.
1895 " " " "	37,410,330	"
1894 " " " "	51,646,405	"
1893 " " " "	66,848,786	"
1892 " " " "	80,548,136	"
1891 " " " "	68,835,754	"
1890 " " " "	77,795,282	"
1889 " " " "	63,466,593	"
1888 " " " "	51,105,121	"
1887 " " " "	48,748,562	"
1886 " " " "	42,918,800	"

The relative position of the ten principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

	1896—bush.	1895—bush.	1894—bush.	1893—bush.
Chicago	242,388,156	175,908,249	168,549,150	225,983,058
St. Louis	51,184,544	32,850,282	45,970,515	61,079,174
Minneapolis	84,552,720	73,265,070	64,106,240	67,092,810
Peoria	40,723,150	38,164,596	30,197,820	38,670,870
Kansas City	24,617,500	20,193,900	24,426,050	35,740,400
Milwaukee	23,398,794	31,066,377	19,659,990	35,099,338
Toledo	16,983,000	15,697,362	25,056,308	32,370,460
Duluth and Superior	71,202,714	53,687,433	35,675,959	33,914,990
Detroit	9,165,136	7,258,717	9,656,336	13,528,517
Cincinnati	20,759,334	17,245,417	.....	.....

WHEAT.

The receipts of wheat during the year were 12,651,248 bushels, a slight increase over the two preceding years. The larger part was received from west of the river.

The winter wheat crops of both 1895 and 1896 were exceedingly light, and prices were accordingly higher than spring. The export demand was checked on account of high values, the consumptive demand requiring nearly all the receipts; only 6,650,578 bushels were shipped out, of which about 2,000,000 bushels were exported to Europe via the Gulf and Atlantic ports, and some 6,000,000 bushels taken by city mills.

No. 2 red opened in January at 66½ cents. During February the price advanced to 75, from which date there was a steady decline to June 3rd when No. 2 was quoted at 52½ cents, the lowest price of the year. Values rose from that date reaching 64 cents in August, 75 cents in October, and closing at 92 cents in December. The highest quotation of the year on regular sales was 93½ on December 29th, though choice sample lots sold at a higher figure. The stock on hand at the close of the year, in public elevators and private hands, was 2,734,885 bushels.

The receipts at principal primary markets were as follows:

RECEIPTS OF WHEAT.

	1896, bush.	1895, bush.	1894, bush.
Minneapolis.....	69,568,870	65,496,390	55,000,610
Chicago.....	19,933,402	20,637,642	25,666,902
Duluth and Superior.....	58,222,116	49,599,373	32,235,739
St. Louis.....	12,651,248	11,275,685	10,003,242
Toledo.....	10,200,000	7,836,490	13,890,264
Kansas City.....	6,978,600	8,230,800	9,550,000
Milwaukee.....	8,965,734	9,697,379	8,101,616
Detroit.....	3,027,759	2,796,835	5,113,696

The crop in the wheat producing States from which St. Louis receives her principal supply were as follows:

	1896, bush.	1895, bush.	1894, bush.
Missouri.....	16,594,473	18,499,968	22,353,939
Kansas.....	30,794,452	22,919,506	35,315,230
Nebraska.....	19,890,602	14,787,024	8,754,940
Tennessee.....	6,628,462	5,766,728	6,897,738
Kentucky.....	6,976,861	9,501,225	11,903,908
Indiana.....	20,647,440	20,294,492	43,644,064
Illinois.....	28,668,146	19,090,712	33,312,370
Iowa.....	11,473,152	13,654,778	10,737,400

CORN.

The receipts of Corn were 24,763,445 bushels, which although about three times the amount received the preceding year, was not up to the average of St. Louis receipts. Of this over 22,000,000 bushels were from West of the river.

In addition to this, however, as noted on a preceding page, a large amount was handled by St. Louis exporters direct from interior points, which swelled the corn trade of the year to large proportions.

Some 11,000,000 bushels were exported direct to Europe via Atlantic and Gulf ports, and nearly all the remainder was sent to the South by rail for consumption.

The crop of 1896 was the largest ever grown, amounting to 2,233,875,165 bushels, which following the large crop of 1895, caused very low values.

Prices of No. 2 ranged from 18 to 27½ cents per bushel, the lowest prices prevailing in September, and the highest in April.

The stock on hand December 31st was 2,101,223 bushels.

Receipts at the principal primary markets were as follows:

RECEIPTS OF CORN.

	1896. Bushels.	1895. Bushels.	1894. Bushels.	1893. Bushels.
Chicago.....	92,722,848	59,527,718	64,951,815	91,255,154
St. Louis..	24,763,445	8,779,290	23,546,945	33,509,405
Peoria.....	13,624,800	15,568,696	13,370,170	11,851,020
Kansas City.....	13,215,300	8,395,500	10,933,600	14,546,000
Toledo.....	5,400,000	6,845,204	5,798,689	7,820,183
Detroit.....	1,750,890	1,908,746	1,602,610	1,787,381
Milwaukee.....	2,072,600	1,256,450	1,516,400	1,455,975
Cincinnati.....	12,991,805	8,492,763	10,744,781	6,684,547
Indianapolis.....	6,817,800	5,221,800	4,394,400	3,688,200

The crops of the corn surplus States for the past and previous years, as reported by the Department of Agriculture, are as follows:

	1896—Bush.	1895—Bush.	1894—Bush.	1893—Bush.
Ohio.....	123,691,957	92,783,186	71,973,787	64,487,266
Indiana.....	133,468,265	121,435,768	96,888,377	85,363,782
Illinois.....	284,572,764	255,136,554	169,121,491	190,550,470
Iowa.....	321,719,541	298,502,650	81,844,010	251,632,150
Missouri.....	176,763,649	298,072,248	116,011,664	158,197,715
Kansas.....	247,734,004	204,759,746	41,797,728	139,456,702
Nebraska.....	298,599,638	125,685,069	13,855,524	157,278,695
Total	1,566,554,818	1,336,375,221	590,992,521	1,017,171,980

OATS.

The receipts of Oats were 11,491,310 bushels, about the average for this market.

The crop was slightly above the average, but with the crop of 1895, which was the largest ever grown, proved equal to all requirements, and values, following corn, ruled low, ranging from 15 to 20 cents per bushel for No. 2 while lower grades fell as low as 12 cents. The lowest quotation was 15 cents at the close of June and beginning of July, and the highest, 21 cents, in August.

RYE.

Receipts of Rye were inconsiderable, being 296,934 bushels, nearly all of which was shipped to other points. Prices ranged from 27 to 39 cents for No. 2.

BARLEY.

The large brewing interest in this city secures large receipts of Barley. The amount received during 1896 was 1,931,611 bushels, nearly all of which was consumed here. There was no Canada barley received.

The prominence of St. Louis in the manufacture of beer is shown in the following statement:

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1877.....	471,232	bbls., or 14,608,192	galla.
1878.....	521,684	"	16,172,204 "
1879.....	613,667	"	19,023,677 "
1880.....	828,072	"	26,670,232 "
1881.....	959,236	"	29,739,313 "
1882.....	1,069,715	"	33,661,165 "
1883.....	1,100,000	"	34,100,000 "
1884.....	1,122,265	"	34,790,215 "
1885.....	1,066,032	"	33,666,992 "
1886.....	1,280,091	"	39,682,621 "
1887.....	1,883,361	"	43,575,872 "
1888.....	1,482,883	"	46,710,815 "
1889.....	1,546,587	"	48,717,490 "
1890.....	1,856,883	"	58,498,114 "
1891.....	1,810,812	"	56,136,172 "
1892.....	1,961,449	"	60,814,919 "
1893.....	2,092,908	"	64,879,998 "
1894.....	1,931,666	"	59,881,646 "
1895.....	1,962,059	"	60,823,844 "
1896.....	2,193,785	"	68,007,358 "

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1896.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	101,550	746,723	1,275,475	696,970	11,218	252,990
February	105,400	486,561	1,612,686	622,865	16,356	261,600
March	88,235	419,488	1,675,470	869,075	16,730	228,000
April	88,555	358,589	1,123,510	683,140	30,753	96,000
May	96,280	313,478	980,985	718,565	13,461	26,299
June	118,175	445,810	885,825	1,218,670	6,104	7,500
July	121,475	2,365,192	1,714,460	712,530	13,198	4,958
August	127,511	8,098,790	4,034,525	1,024,730	26,412	3,250
September	137,215	1,761,839	1,840,380	1,242,235	15,291	23,509
October	168,590	1,257,102	3,141,200	1,283,115	83,609	337,549
November	118,935	596,411	3,360,225	748,135	50,695	463,586
December	91,810	438,772	3,915,635	1,289,260	14,103	228,750
By Wagon		467,546	700,000	400,000		
Total	1,348,601	12,651,248	24,768,445	11,491,310	296,930	1,981,611

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1896.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	146,137	466,949	712,616	316,470	17,690	6,050
February	168,261	418,753	931,618	332,871	17,595	16,300
March	158,207	316,928	1,430,270	558,020	18,260	5,470
April	127,337	362,802	1,408,210	476,905	26,010	3,235
May	139,489	634,579	1,077,672	590,867	15,430	2,730
June	119,481	348,407	707,483	527,565	2,280	3,490
July	156,834	488,330	823,848	252,520	7,053	2,450
August	184,648	627,631	3,576,842	307,269	6,856	2,716
September	244,417	799,707	2,261,152	424,637	7,007	2,370
October	238,065	832,790	3,706,846	798,608	61,336	11,508
November	153,796	731,465	3,623,198	332,405	49,812	28,050
December	114,486	637,987	1,784,501	347,500	18,190	28,270
Total	1,946,061	6,660,578	20,042,730	5,395,687	247,529	106,624

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY YEARS.

	Receipts.	Shipments.
1877	34,198,700	25,333,588
1878	38,107,334	29,492,435
1879	46,037,573	33,676,424
1880	60,477,547	48,331,983
1881	51,784,403	39,509,318
1882	54,983,141	41,540,103
1883	51,983,494	37,632,949
1884	52,778,832	41,227,380
1885	52,579,425	38,833,580
1886	42,912,800	27,690,378
1887	48,743,563	36,003,352
1888	51,136,121	38,409,167
1889	63,466,506	54,232,700
1890	77,795,933	65,155,187
1891	63,835,754	51,350,319
1892	80,548,138	53,545,976
1893	66,343,786	51,487,800
1894	51,616,405	35,170,487
1895	37,410,330	29,339,368
1896	57,208,249	41,200,512

Since 1882, Flour is reduced to wheat at four and one-half bushels to the barrel; previous to 1882 at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1870.....	6,688,283	638,562	4,708,888	3,687,000	4,519,510	8,144,744	210,542	100,254	778,818	70,451
1871.....	7,311,910	1,048,582	6,030,754	4,460,849	4,268,069	2,484,582	374,306	138,756	876,317	69,845
1872.....	6,007,867	918,477	9,479,867	8,079,788	5,467,800	2,467,800	677,387	150,308	1,908,486	87,666
1873.....	6,188,038	1,210,268	6,188,038	5,960,918	6,339,563	8,215,216	380,880	206,603	1,158,618	126,604
1874.....	8,265,251	1,838,841	6,891,187	4,148,556	6,286,987	8,027,663	288,743	166,133	1,421,406	927,418
1875.....	7,694,265	1,669,453	6,710,268	3,523,947	5,096,536	8,771,035	273,200	134,960	1,171,387	146,339
1876.....	6,087,574	2,080,007	15,249,909	12,728,349	8,680,912	1,892,985	380,826	304,193	1,492,985	928,680
1877.....	8,274,161	2,410,190	11,847,771	9,309,014	8,124,721	1,560,865	472,907	387,183	1,825,490	188,251
1878.....	14,326,431	6,900,809	9,008,723	6,382,712	8,982,276	1,792,801	845,002	767,621	1,617,592	474,769
1879.....	17,062,275	7,302,076	13,360,636	9,311,045	5,092,165	2,154,098	713,728	423,730	2,831,807	960,432
1880.....	21,062,275	11,313,879	22,288,077	17,571,352	5,607,078	2,541,613	468,763	276,041	3,961,968	187,064
1881.....	30,774,987	12,446,060	21,259,310	15,390,190	6,236,050	3,252,859	469,769	304,781	1,818,068	86,846
1882.....	15,000,704	6,430,785	20,001,450	16,169,849	6,432,757	3,047,569	562,219	688,537	3,860,798	180,900
1883.....	10,368,809	7,177,982	19,607,325	16,535,249	7,086,951	3,062,860	686,218	700,236	2,625,841	190,761
1884.....	10,600,677	2,332,609	26,114,782	20,401,416	7,388,529	3,680,859	725,708	636,640	3,017,863	210,840
1885.....	12,308,264	2,428,462	16,857,071	11,848,968	7,428,915	2,764,922	447,842	387,018	2,529,781	216,877
1886.....	14,510,515	6,238,593	16,578,286	13,841,173	8,768,545	3,780,729	236,726	175,363	2,893,192	321,887
1887.....	13,010,108	4,413,605	20,269,499	15,904,769	10,456,760	5,414,764	421,514	376,238	3,044,961	324,083
1888.....	13,500,791	6,431,141	24,299,751	20,648,187	11,347,640	6,908,877	670,904	467,860	3,070,807	352,178
1889.....	11,780,774	3,688,015	45,003,681	40,616,338	12,226,865	7,191,898	1,140,400	874,890	3,784,890	320,156
1890.....	25,583,183	14,977,215	21,530,940	14,881,603	12,432,310	7,772,538	1,180,133	1,082,574	3,108,516	173,688
1891.....	14,533,584	27,030,030	23,666,706	10,604,310	4,672,928	4,064,276	983,199	586,336	2,961,549	188,266
1892.....	7,536,584	83,895,416	23,666,427	10,536,223	3,968,809	3,968,809	403,431	120,536	1,868,746	172,615
1893.....	6,640,172	21,546,845	18,163,863	10,196,005	4,668,274	4,668,274	175,286	9,104,135	3,063,453	78,871
1894.....	10,062,232	8,775,230	8,775,230	10,466,160	11,466,160	11,466,160	268,830	247,529	1,931,611	106,634
1895.....	11,275,866	6,576,613	24,763,446	20,642,780	10,466,160	10,466,160	268,830	247,529	1,931,611	106,634
1896.....	12,601,246	6,560,578	24,763,446	20,642,780	10,466,160	10,466,160	268,830	247,529	1,931,611	106,634

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

YEAR.	Wheat, bu.		Corn, bu.		Oats, bu.		Rye, bu.		Barley, bu.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1870.....	418,405	390,845	31,470	88,900	1887	4,678,889	1,049,840	1,390,689	8,886	107,684
1871.....	437,149	409,504	37,913	98,433	1888	2,938,133	1,937,876	700,085	108,269	119,609
1872.....	1,930,566	1,271,593	42,740	219,433	1889	2,568,671	1,928,410	543,793	83,700	924,941
1873.....	1,930,566	1,271,593	42,740	219,433	1890	2,568,671	1,928,410	543,793	83,700	924,941
1874.....	1,930,566	1,271,593	42,740	219,433	1891	2,568,671	1,928,410	543,793	83,700	924,941
1875.....	1,930,566	1,271,593	42,740	219,433	1892	2,568,671	1,928,410	543,793	83,700	924,941
1876.....	1,930,566	1,271,593	42,740	219,433	1893	2,568,671	1,928,410	543,793	83,700	924,941
1877.....	1,930,566	1,271,593	42,740	219,433	1894	2,568,671	1,928,410	543,793	83,700	924,941
1878.....	1,930,566	1,271,593	42,740	219,433	1895	2,568,671	1,928,410	543,793	83,700	924,941
1879.....	1,930,566	1,271,593	42,740	219,433	1896	2,568,671	1,928,410	543,793	83,700	924,941
1880.....	1,930,566	1,271,593	42,740	219,433	1897	2,568,671	1,928,410	543,793	83,700	924,941
1881.....	1,930,566	1,271,593	42,740	219,433	1898	2,568,671	1,928,410	543,793	83,700	924,941
1882.....	1,930,566	1,271,593	42,740	219,433	1899	2,568,671	1,928,410	543,793	83,700	924,941
1883.....	1,930,566	1,271,593	42,740	219,433	1900	2,568,671	1,928,410	543,793	83,700	924,941
1884.....	1,930,566	1,271,593	42,740	219,433	1901	2,568,671	1,928,410	543,793	83,700	924,941
1885.....	1,930,566	1,271,593	42,740	219,433	1902	2,568,671	1,928,410	543,793	83,700	924,941
1886.....	1,930,566	1,271,593	42,740	219,433	1903	2,568,671	1,928,410	543,793	83,700	924,941
1887.....	1,930,566	1,271,593	42,740	219,433	1904	2,568,671	1,928,410	543,793	83,700	924,941
1888.....	1,930,566	1,271,593	42,740	219,433	1905	2,568,671	1,928,410	543,793	83,700	924,941
1889.....	1,930,566	1,271,593	42,740	219,433	1906	2,568,671	1,928,410	543,793	83,700	924,941
1890.....	1,930,566	1,271,593	42,740	219,433	1907	2,568,671	1,928,410	543,793	83,700	924,941
1891.....	1,930,566	1,271,593	42,740	219,433	1908	2,568,671	1,928,410	543,793	83,700	924,941
1892.....	1,930,566	1,271,593	42,740	219,433	1909	2,568,671	1,928,410	543,793	83,700	924,941
1893.....	1,930,566	1,271,593	42,740	219,433	1910	2,568,671	1,928,410	543,793	83,700	924,941
1894.....	1,930,566	1,271,593	42,740	219,433	1911	2,568,671	1,928,410	543,793	83,700	924,941
1895.....	1,930,566	1,271,593	42,740	219,433	1912	2,568,671	1,928,410	543,793	83,700	924,941
1896.....	1,930,566	1,271,593	42,740	219,433	1913	2,568,671	1,928,410	543,793	83,700	924,941
1897.....	1,930,566	1,271,593	42,740	219,433	1914	2,568,671	1,928,410	543,793	83,700	924,941
1898.....	1,930,566	1,271,593	42,740	219,433	1915	2,568,671	1,928,410	543,793	83,700	924,941
1899.....	1,930,566	1,271,593	42,740	219,433	1916	2,568,671	1,928,410	543,793	83,700	924,941
1900.....	1,930,566	1,271,593	42,740	219,433	1917	2,568,671	1,928,410	543,793	83,700	924,941
1901.....	1,930,566	1,271,593	42,740	219,433	1918	2,568,671	1,928,410	543,793	83,700	924,941
1902.....	1,930,566	1,271,593	42,740	219,433	1919	2,568,671	1,928,410	543,793	83,700	924,941
1903.....	1,930,566	1,271,593	42,740	219,433	1920	2,568,671	1,928,410	543,793	83,700	924,941
1904.....	1,930,566	1,271,593	42,740	219,433	1921	2,568,671	1,928,410	543,793	83,700	924,941
1905.....	1,930,566	1,271,593	42,740	219,433	1922	2,568,671	1,928,410	543,793	83,700	924,941
1906.....	1,930,566	1,271,593	42,740	219,433	1923	2,568,671	1,928,410	543,793	83,700	924,941
1907.....	1,930,566	1,271,593	42,740	219,433	1924	2,568,671	1,928,410	543,793	83,700	924,941
1908.....	1,930,566	1,271,593	42,740	219,433	1925	2,568,671	1,928,410	543,793	83,700	924,941
1909.....	1,930,566	1,271,593	42,740	219,433	1926	2,568,671	1,928,410	543,793	83,700	924,941
1910.....	1,930,566	1,271,593	42,740	219,433	1927	2,568,671	1,928,410	543,793	83,700	924,941
1911.....	1,930,566	1,271,593	42,740	219,433	1928	2,568,671	1,928,410	543,793	83,700	924,941
1912.....	1,930,566	1,271,593	42,740	219,433	1929	2,568,671	1,928,410	543,793	83,700	924,941
1913.....	1,930,566	1,271,593	42,740	219,433	1930	2,568,671	1,928,410	543,793	83,700	924,941
1914.....	1,930,566	1,271,593	42,740	219,433	1931	2,568,671	1,928,410	543,793	83,700	924,941
1915.....	1,930,566	1,271,593	42,740	219,433	1932	2,568,671	1,928,410	543,793	83,700	924,941
1916.....	1,930,566	1,271,593	42,740	219,433	1933	2,568,671	1,928,410	543,793	83,700	924,941
1917.....	1,930,566	1,271,593	42,740	219,433	1934	2,568,671	1,928,410	543,793	83,700	924,941
1918.....	1,930,566	1,271,593	42,740	219,433	1935	2,568,671	1,928,410	543,793	83,700	924,941
1919.....	1,930,566	1,271,593	42,740	219,433	1936	2,568,671	1,928,410	543,793	83,700	924,941
1920.....	1,930,566	1,271,593	42,740	219,433	1937	2,568,671	1,928,410	543,793	83,700	924,941
1921.....	1,930,566	1,271,593	42,740	219,433	1938	2,568,671	1,928,410	543,793	83,700	924,941
1922.....	1,930,566	1,271,593	42,740	219,433	1939	2,568,671	1,928,410	543,793	83,700	924,941
1923.....	1,930,566	1,271,593	42,740	219,433	1940	2,568,671	1,928,410	543,793	83,700	924,941
1924.....	1,930,566	1,271,593	42,740	219,433	1941	2,568,671	1,928,410	543,793	83,700	924,941

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1895.	1896.	Months.	1895.	1896.
January	128,261	746,739	January	1,069,813	466,949
February	66,447	496,561	February	621,807	418,753
March	177,290	419,436	March	744,461	310,928
April	159,833	358,589	April	666,523	362,809
May	812,895	313,478	May	1,406,730	684,879
June	316,500	445,810	June	506,111	348,407
July	1,902,350	2,265,192	July	310,019	489,330
August	2,353,692	3,083,790	August	514,134	637,631
September	1,202,660	1,761,839	September	460,319	799,707
October	1,508,110	1,257,102	October	758,553	839,790
November	1,150,120	596,411	November	361,167	721,465
December	957,447	438,772	December	439,476	637,837
By Wagon	541,880	467,546			
Total bushels...	11,275,885	12,651,248	Total bushels...	7,878,613	6,650,578

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1895.	1896.
The West by rail and Missouri river	4,894,554	3,719,567	5,140,848
The South by rail from west of Mississippi river	922,809	752,958	959,266
The South by Mississippi river boats	1,066,984	812,164	720,389
The South by rail from east of Mississippi river	874,143	447,295	237,087
The East by rail and by Illinois river	851,319	2,781,366	2,133,064
The North and Northwest by rail and river	1,065,505	2,247,654	3,003,083
Wagons from near the city	328,478	541,880	467,546
Total Receipts, bushels	10,003,242	11,275,884	12,651,248

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1894.	1895.	1896.
Europe direct via Atlantic seaboard	407,197	459,600	267,500
Europe via New Orleans, by river	1,042,197	438,614	1,732,663
The East by rail and Illinois and Ohio rivers	826,189	1,857,448	1,521,853
The West by rail and Missouri river	3,472	49,318	25,900
The South by rail	799,142	4,979,682	3,200,406
The South by river (local)	3,655	56,081	13,234
The North by rail and river	83,440	44,920	184,220
Total Shipments, bushels	3,140,172	7,878,613	6,650,578

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1895.	1896.	Months.	1895.	1896.
January	1,253,435	1,275,475	January.....	21,090	712,616
February.....	790,405	1,612,435	February.....	430,081	981,612
March.....	641,880	1,675,470	March.....	851,470	1,430,270
April.....	298,125	1,123,510	April.....	1,170,474	1,403,210
May.....	528,385	980,935	May.....	414,059	1,077,672
June.....	285,140	885,825	June.....	403,538	707,462
July.....	332,585	1,714,460	July.....	523,300	822,946
August.....	741,630	4,034,535	August.....	652,474	3,575,842
September.....	711,770	1,340,380	September.....	430,020	2,361,182
October.....	318,110	3,141,900	October.....	448,230	2,705,346
November.....	836,920	2,360,925	November.....	483,038	2,023,126
December.....	1,440,305	3,315,635	December.....	1,148,540	1,784,561
By Wagons.....	600,000	700,000			
Total bushels ..	8,779,290	24,768,445	Total bushels...	6,981,369	20,042,730

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1895.	1896.
The West by rail and Missouri river	10,700,030	3,610,505	11,215,610
The South by rail from west of Mississippi river.....	470,445	817,285	351,620
The South by Mississippi river boats.....	42,435	118,510	36,975
The South by rail from east of Mississippi river.....	66,320	45,535	16,445
The East by rail and by Illinois river.....	2,228,320	3,005,300	1,163,625
The North and Northwest by rail and river.....	9,429,435	1,082,385	11,859,170
Wagons from near the city	600,000	600,000	700,000
Total Receipts, bushels	23,546,945	8,779,290	24,768,445

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1894.	1895.	1896.
Europe via Atlantic seaboard.....	1,508,679	1,967,660	2,617,460
Europe via New Orleans	1,263,810	1,332,811	8,338,657
Canada.....	3,552	5,171	8,190
Cuba and Mexico.....	480,385	42,573	112,667
Eastern points by rail.....	1,503,496	1,109,414	948,265
*Southern points by rail.....	12,532,153	2,464,991	7,947,143
Southern points by river.....	815,961	133,353	86,866
Local points.....	16,347	15,896	61,182
Total Shipments, bushels.....	18,163,853	6,981,369	20,042,730

* A part of this amount was transferred to barges at Belmont and Cairo for export.

OATS.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1895.	1896.	Months.	1895.	1896.
January	557,300	698,970	January	383,321	346,470
February	419,315	623,335	February	339,564	352,971
March	537,620	869,075	March	377,377	553,020
April	636,950	653,140	April	203,481	476,905
May	730,530	713,535	May	280,781	590,367
June	639,200	1,218,670	June	223,662	527,565
July	690,580	712,520	July	344,247	252,520
August	1,176,000	1,024,730	August	463,075	307,269
September	1,435,335	1,242,325	September	760,361	424,637
October	1,850,590	1,262,115	October	733,180	738,603
November	763,050	743,185	November	520,225	332,405
December	678,080	1,239,200	December	271,940	347,500
By Wagon	300,000	400,000			
Total bushels....	10,466,160	11,491,310	Total bushels....	4,605,374	5,395,637

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1895.	1896.
The West by rail and Missouri River	2,843,210	4,096,925	3,829,464
The South by rail from West of Mississippi River	109,460	99,635	36,165
The South by Mississippi River Boats	585	1,165	1,450
The South by rail from East of Mississippi River	16,715	1,470	16,010
The East by rail and Illinois River	2,654,645	1,056,070	755,300
The North by rail and river	4,271,990	4,910,575	6,452,923
Wagons near the city	300,000	300,000	400,000
Total Receipts, bushels	10,190,605	10,466,160	11,491,310

DIRECTION OF SHIPMENTS.

To	1895.	1896.
The West	99,929	98,320
The South by rail	3,426,696	3,575,619
The South by river	758,225	1,452,133
The East by rail	316,629	268,055
Local points	3,535	1,560
Total shipments, bushels	4,605,274	5,395,637

In 1895, 900 bushels of Oats went to Germany, 1,800 to Ireland, and 1,300 to Cuba.

In 1896, shipments by rail included 51,500 bushels to England, 750 bushels to Germany, 1,250 bushels to Mexico and 126,600 to seaboard for export.

436,558 bushels were shipped by river to New Orleans.

R Y E.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1893.	1896.	Months.	1895.	1896.
January	6,345	11,218	January	6,143	17,690
February	12,800	16,356	February	11,490	17,565
March	15,432	16,780	March	21,063	18,360
April	5,920	30,783	April	7,511	26,010
May	3,392	13,461	May	1,160	15,430
June	1,356	6,104	June .....	.....	2,390
July	10,404	13,196	July	4,455	7,053
August	16,333	26,412	August	9,970	6,556
September	9,271	15,291	September	10,806	7,007
October	67,474	82,609	October	44,291	61,358
November	53,914	50,695	November	35,188	49,513
December	22,400	14,103	December	21,230	18,190
Total bushels...	224,821	296,930	Total bushels.	173,296	247,529

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1895.	1896.
The West by rail and Missouri river	44,465	99,643	139,163
The South by rail from west of Mississippi river .....	.....	7,022	29,395
The South by Mississippi river boats	173	339	763
The South by rail from east of Mississippi river .....	.....	1 4	.....
The East by rail and Illinois river	43,387	17,230	11,001
The North by rail and river	50,253	100,494	116,600
Total Receipts, bushels	140,285	224,621	296,600

BARLEY.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1895.	1896.	Months.	1895.	1896.
January.....	296,500	262,990	January.....	11,923	6,050
February.....	178,350	281,600	February.....	8,256	10,800
March.....	78,000	228,000	March.....	2,862	5,470
April.....	72,750	96,000	April.....	6,699	3,235
May.....	15,021	26,299	May.....	756	2,730
June.....	.....	7,500	June.....	116	3,490
July.....	890	4,598	July.....	.....	2,450
August.....	758	2,250	August.....	.....	2,716
September.....	7,840	22,509	September.....	334	2,780
October.....	622,091	337,549	October.....	4,655	11,503
November.....	419,017	463,566	November.....	5,430	28,050
December.....	445,009	228,750	December.....	4,320	23,270
Total bushels...	2,104,126	1,931,611	Total bushels....	45,351	106,624

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1895.	1896.
The West by rail and Missouri River.....	64,694	157,544	27,000
The South by rail from West of Mississippi River....	117	750	.....
The South by Mississippi River Boats.....	960	2,903	499
The South by rail from East of Mississippi River.....	.....	.....	.....
The East by rail and Illinois River.....	1,473,417	1,872,779	960,600
The North by rail and river.....	544,250	570,150	943,512
Total Receipts, bushels.....	2,083,438	2,104,126	1,931,611

20,000 bushels Canada Barley received in 1894.

8,000 bushels Canada Barley received in 1895.

No Canada Barley received in 1896.

DAILY RANGE DURING JANUARY, 1898, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE

FUTURES ON WHEAT, CORN AND OATS.

1896	WHEAT.				CORN.				OATS.	
	No. 2. Red.	No. 2. Hard.	JAN.	MAY.	JULY.	JAN.	FEB.	MAY.	JULY.	MAY.
2	66 1/2	64 1/2	54 1/2	59 1/2	58 1/2	53 1/2 @ 26 1/2	24 1/2	25 1/2	26 1/2	19 1/2 @ 19 1/2
3	66	64	54 1/2	59 1/2	58 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 bid
4	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 bid
5	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
6	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
7	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
8	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
9	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
10	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
11	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
12	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
13	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
14	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
15	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
16	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
17	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
18	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
19	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
20	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
21	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
22	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
23	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
24	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
25	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
26	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
27	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
28	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
29	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
30	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom
31	67 1/2	65 1/2	55 1/2	60 1/2	59 1/2	24 1/2	24 1/2	25 1/2	26 1/2	19 1/2 nom

DAILY RANGE DURING FEBRUARY, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1896	WHEAT.				CORN.				OATS.		
	No. 2. Red.	No. 2. Hard.	FEB.	MAY.	JULY.	FEB.	MARCH.	MAY.	JULY.	MAY.	JULY.
1...	71@73½	bid	65	66½	65	27	27½	27½	28½	28½	28½
2...	70½	bid	66½	67½	66½	26½	27½	27½	28½	28½	28½
3...	74	f.o.b.	65½	68	65½	26½	26½	27	28½	28½	28½
4...	74	f.o.b.	65½	67½	65½	26½	26½	27	28½	28½	28½
5...	73½	74nom	65½	67½	65½	26½	26½	27	28½	28½	28½
6...	73½	f.o.b.	65½	67½	65½	26½	26½	27	28½	28½	28½
7...	73½	73½	65½	67½	65½	26½	26½	27	28½	28½	28½
8...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
9...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
10...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
11...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
12...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
13...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
14...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
15...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
16...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
17...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
18...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
19...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
20...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
21...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
22...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
23...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
24...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
25...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
26...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
27...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
28...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½
29...	72½	72nom	65½	67½	65½	26½	26½	27	28½	28½	28½

DAILY RANGE DURING MARCH, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

	WHEAT.				CORN.				OATS.	
	No. 2 Red.	No. 2 Hard.	MARCH.	MAY.	JULY.	No. 2.	MARCH.	MAY.	JULY.	
1896										
2.	72 1/4	nom 63 1/2	nom 63 1/4	nom 66 1/2	66	26 1/2	ask 27 1/2	27 1/2 @	28 1/2	20 1/2
3.	72 1/4	nom 63 1/2	bid 63	nom 65 1/2	64 1/2	26 1/2	bid 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
4.	72 1/4	62 1/2	bid 62 1/2	nom 64 1/2	64 1/2	26 1/2	ask 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
5.	71 1/2	63	bid 63	nom 65 1/2	64 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
6.	71 1/2	61 1/2	nom 61 1/2	nom 65 1/2	64	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
7.	70 3/4	61	nom 61	nom 62 1/2	63 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
8.	70 3/4	61	bid 61	nom 62 1/2	62 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
9.	70 3/4	61	nom 61	nom 62 1/2	62 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
10.	70 3/4	61	nom 61	nom 62 1/2	62 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
11.	70 3/4	61	nom 61	nom 62 1/2	62 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
12.	70 3/4	61	nom 61	nom 62 1/2	62 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
13.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
14.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
15.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
16.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
17.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
18.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
19.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
20.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
21.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
22.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
23.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
24.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
25.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
26.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
27.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
28.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
29.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
30.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2
31.	69 1/2	bid 60	nom 60	nom 61 1/2	61 1/2	26 1/2	nom 27 1/2	27 1/2	28 1/2	20 1/2 @ 20 1/2

DAILY RANGE DURING APRIL, 1896, ON CASH No. 2 WHEAT AND No. 2 CORN, AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1896.	WHEAT.				CORN.				OATS.		
	No. 3 Red.	No. 2 Hard.	MAY.	JULY.	AUGUST.	No. 2.	APRIL.	MAY.	JULY.	MAY.	JULY.
1.....	69 1/2	nom 58	59 1/2 @	60 1/2	.....	26 1/2 @ 26 1/2	ask nom	26 1/2 @ 27 1/2	27 1/2 nom	19	18 1/2 bid
2.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 nom
3.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
4.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
5.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
6.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
7.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
8.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
9.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
10.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
11.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
12.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
13.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
14.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
15.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
16.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
17.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
18.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
19.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
20.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
21.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
22.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
23.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
24.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
25.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
26.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
27.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
28.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
29.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid
30.....	69 1/2	nom 57 1/2	59 1/2	60 1/2	.....	26 1/2	26 1/2	26 1/2	27 1/2	19 1/2	19 bid

DAILY RANGE DURING MAY, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1896.	WHEAT.					CORN.					OATS.	
	No. 2. Red.	No. 2. Hard.	MAY.	JULY.	AUG.	SEPT.	No. 2	MAY.	JULY.	SEPT.	MAY.	JULY.
1.....	66 1/2 @ 66 1/2	66 1/2	56 1/2	60 1/2 @ 60 1/2	60 1/2	.....	25 1/2	26 1/2 @ 26 1/2	27 1/2 @ 27 1/2	28 1/2 @ 28 1/2	17 1/2	18 1/2 @ 17 1/2
2.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
3.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
4.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
5.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
6.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
7.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
8.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
9.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
10.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
11.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
12.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
13.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
14.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
15.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
16.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
17.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
18.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
19.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
20.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
21.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
22.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
23.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
24.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
25.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
26.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
27.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
28.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
29.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2
30.....	66 1/2 n 66 1/2	66 1/2	bid 56 1/2	59 1/2	59 1/2	.....	26 1/2	26 1/2	26 1/2	28 1/2	17 1/2	bid 17 1/2

DAILY RANGE DURING JUNE, 1893, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

THE CITY OF ST. LOUIS.

161

	WHEAT.				CORN.				OATS.		
	No. 2 Red.	No. 2 Hard.	JULY.	AUG.	SEPT.	No. 2.	JULY.	SEPT.	JULY.	AUG.	
1.....	55	bid	56	54	57	38	25%	27%	17%	17%	nom
2.....	53	bid 60% @ 51	54 1/2	54 1/2	54 1/2	35 1/2	25%	26%	17%	17%	bid
3.....	53	nom 51	54 1/2	54 1/2	54 1/2	35 1/2	25%	27%	17%	17%	bid
4.....	53	nom 51	55	55 1/2	55	35 1/2	25%	27%	17%	17%	bid
5.....	54 1/2 @ 54 1/2 n 55	55 1/2 n 55	55 1/2	55 1/2	55 1/2	35 1/2	25%	27%	17%	17%	bid
6.....	57 1/2 n 56 1/2	56 1/2 n 57 1/2	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	bid
7.....	57 1/2 n 56 1/2	56 1/2 n 57 1/2	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	bid
8.....	59	bid 64	58	58 1/2	58 1/2	35 1/2	25%	27%	17%	17%	bid
9.....	59	bid 64	58 1/2	58 1/2	58 1/2	35 1/2	25%	27%	17%	17%	bid
10.....	57 1/2	nom 64	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
11.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
12.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
13.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
14.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
15.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
16.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
17.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
18.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
19.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
20.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
21.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
22.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
23.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
24.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
25.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
26.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
27.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
28.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
29.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom
30.....	59 1/2	nom 63	56 1/2	56 1/2	56 1/2	35 1/2	25%	27%	17%	17%	nom

WHEAT:

Digitized by Google

DAILY RANGE DURING AUGUST, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE

FUTURES ON WHEAT, CORN AND OATS.

THE CITY OF ST. LOUIS.

163

1896.	WHEAT.				CORN.				OATS.			
	No. 2 Red.	No. 2 Hard.	AUG.	SEPT.	DEC.	No. 2.	SEPT.	DEC.	MAY.	AUG.	SEPT.	MAY
1.....	80 1/2	86	80 1/2 @	59 1/2	61 1/2 @	21 1/2	22 1/2 @	23 1/2	25 1/2	18	18	18
2.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
3.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
4.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
5.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
6.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
7.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
8.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
9.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
10.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
11.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
12.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
13.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
14.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
15.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
16.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
17.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
18.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
19.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
20.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
21.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
22.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
23.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
24.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
25.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
26.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
27.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
28.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
29.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
30.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2
31.....	80 1/2	86 1/2	60 1/2	59 1/2	61 1/2	22 1/2	23 1/2	23 1/2	25 1/2	18 1/2	18 1/2	18 1/2

DAILY RANGE DURING SEPTEMBER, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE

FUTURES ON WHEAT, CORN AND OATS.

DATE.	WHEAT.					CORN.				OATS.	
	No. 2 Red.	No. 2 Hard.	SEPT.	DEC.	MAY.	No. 2	SEPT.	DEC.	MAY.	SEPT.	MAY.
1	58½	58½	58½	61½	61½	18½	18½	20½	23	16½	19½
2	57½	57½	57½	60½	60½	18½	18½	20½	22½	16½	19½
3	58½	58½	58½	61½	61½	18½	18½	20½	22½	16½	19½
4	57½	57½	57½	60½	60½	18½	18½	20½	22½	16½	19½
5	57½	57½	57½	60½	60½	18½	18½	20½	22½	16½	19½
6	56½	56½	56½	59½	59½	18	18	19½	22½	16½	19½
7	57½	57½	57½	60½	60½	18	18	19½	22½	16½	19½
8	57½	57½	57½	60½	60½	18	18	19½	22½	16½	19½
9	57½	57½	57½	60½	60½	18	18	19½	22½	16½	19½
10	59½	59½	59½	62½	62½	18	18	19½	22½	16½	19½
11	59½	59½	59½	62½	62½	18	18	19½	22½	16½	19½
12	61½	61½	61½	64½	64½	19	19	20	23	17½	19½
13	60½	60½	60½	63½	63½	19	19	20	23	17½	19½
14	61½	61½	61½	64½	64½	19	19	20	23	17½	19½
15	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
16	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
17	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
18	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
19	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
20	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
21	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
22	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
23	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
24	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
25	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
26	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
27	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
28	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
29	62½	62½	62½	65½	65½	19	19	20	23	17½	19½
30	62½	62½	62½	65½	65½	19	19	20	23	17½	19½

**DAILY RANGE DURING OCTOBER, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.**

THE CITY OF ST. LOUIS.

165

1896.	WHEAT.				CORN.				OATS.		
	No. 2. Red.	No. 2. Hard.	OCT.	DEC.	MAY.	No. 2.	OCT.	DEC.	MAY.	OCT.	MAY.
1.....	68 1/2 @ 68 1/2	61 1/2 @ 62 1/2	68	71 1/2 @ 71 1/2	75 1/2 @ 76	21 1/2	.....	21 1/2 @ 21 1/2	24 1/2 @ 25	16	20 1/2 @ 21 1/2
2.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 bid
3.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 bid
4.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
5.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
6.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
7.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
8.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
9.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
10.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
11.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
12.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
13.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
14.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
15.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
16.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
17.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
18.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
19.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
20.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
21.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
22.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
23.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
24.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
25.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
26.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
27.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
28.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
29.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
30.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
31.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
32.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
33.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
34.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
35.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
36.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
37.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
38.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
39.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
40.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
41.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
42.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
43.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
44.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
45.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
46.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
47.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
48.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
49.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
50.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
51.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
52.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
53.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
54.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
55.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
56.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
57.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
58.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
59.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
60.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
61.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
62.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
63.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
64.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
65.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
66.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
67.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
68.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
69.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
70.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
71.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
72.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
73.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
74.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
75.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
76.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
77.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
78.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
79.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
80.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
81.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
82.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
83.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
84.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
85.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
86.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
87.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
88.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
89.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
90.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
91.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
92.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
93.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
94.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
95.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
96.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
97.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
98.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
99.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom
100.....	68 1/2	63	67	70 1/2	74 1/2	74 1/2	nom	21 1/2	24 1/2	16	20 1/2 nom

DAILY RANGE DURING NOVEMBER, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1896.	WHEAT.				CORN.					OATS.	
	No. 2 Red.	No. 2 Hard.	DEC.	MAY.	No. 2.	NOV.	DEC.	JAN.	•		
									MAY.		
2.....	76	68	76 1/2 @	83 1/2 @	22 1/2	nom	25 1/2	24 1/2	nom	20 1/2 @	22 1/2 @ 23 1/2
4.....	79 1/2 @ 80	71	79 1/2 @	86 1/2 @	23 1/2	nom	26 1/2	24 1/2	nom	20 1/2 @	22 1/2 @ 23 1/2
6.....	81 1/2 @ 80	73	81 1/2 @	88 1/2 @	24 1/2	nom	27 1/2	25 1/2	nom	21 1/2 @	22 1/2 @ 23 1/2
8.....	83 1/2 @ 80	75	83 1/2 @	90 1/2 @	25 1/2	nom	28 1/2	26 1/2	nom	22 1/2 @	22 1/2 @ 23 1/2
9.....	85 1/2 @ 80	77	85 1/2 @	92 1/2 @	26 1/2	nom	29 1/2	27 1/2	nom	23 1/2 @	23 1/2 @ 24 1/2
7.....	87	76	87 1/2 @	94 1/2 @	27 1/2	nom	30 1/2	28 1/2	nom	24 1/2 @	23 1/2 @ 24 1/2
1.....	88 1/2	78	88 1/2 @	96 1/2 @	28 1/2	nom	31 1/2	29 1/2	nom	25 1/2 @	23 1/2 @ 24 1/2
3.....	89 1/2	80	89 1/2 @	98 1/2 @	29 1/2	nom	32 1/2	30 1/2	nom	26 1/2 @	23 1/2 @ 24 1/2
5.....	91 1/2	82	91 1/2 @	100 1/2 @	30 1/2	nom	33 1/2	31 1/2	nom	27 1/2 @	23 1/2 @ 24 1/2
1.....	93 1/2	84	93 1/2 @	102 1/2 @	31 1/2	nom	34 1/2	32 1/2	nom	28 1/2 @	23 1/2 @ 24 1/2
3.....	95 1/2	86	95 1/2 @	104 1/2 @	32 1/2	nom	35 1/2	33 1/2	nom	29 1/2 @	23 1/2 @ 24 1/2
5.....	97 1/2	88	97 1/2 @	106 1/2 @	33 1/2	nom	36 1/2	34 1/2	nom	30 1/2 @	23 1/2 @ 24 1/2
7.....	99 1/2	90	99 1/2 @	108 1/2 @	34 1/2	nom	37 1/2	35 1/2	nom	31 1/2 @	23 1/2 @ 24 1/2
9.....	101 1/2	92	101 1/2 @	110 1/2 @	35 1/2	nom	38 1/2	36 1/2	nom	32 1/2 @	23 1/2 @ 24 1/2
1.....	103 1/2	94	103 1/2 @	112 1/2 @	36 1/2	nom	39 1/2	37 1/2	nom	33 1/2 @	23 1/2 @ 24 1/2
3.....	105 1/2	96	105 1/2 @	114 1/2 @	37 1/2	nom	40 1/2	38 1/2	nom	34 1/2 @	23 1/2 @ 24 1/2
5.....	107 1/2	98	107 1/2 @	116 1/2 @	38 1/2	nom	41 1/2	39 1/2	nom	35 1/2 @	23 1/2 @ 24 1/2
7.....	109 1/2	100	109 1/2 @	118 1/2 @	39 1/2	nom	42 1/2	40 1/2	nom	36 1/2 @	23 1/2 @ 24 1/2
9.....	111 1/2	102	111 1/2 @	120 1/2 @	40 1/2	nom	43 1/2	41 1/2	nom	37 1/2 @	23 1/2 @ 24 1/2
1.....	113 1/2	104	113 1/2 @	122 1/2 @	41 1/2	nom	44 1/2	42 1/2	nom	38 1/2 @	23 1/2 @ 24 1/2
3.....	115 1/2	106	115 1/2 @	124 1/2 @	42 1/2	nom	45 1/2	43 1/2	nom	39 1/2 @	23 1/2 @ 24 1/2
5.....	117 1/2	108	117 1/2 @	126 1/2 @	43 1/2	nom	46 1/2	44 1/2	nom	40 1/2 @	23 1/2 @ 24 1/2
7.....	119 1/2	110	119 1/2 @	128 1/2 @	44 1/2	nom	47 1/2	45 1/2	nom	41 1/2 @	23 1/2 @ 24 1/2
9.....	121 1/2	112	121 1/2 @	130 1/2 @	45 1/2	nom	48 1/2	46 1/2	nom	42 1/2 @	23 1/2 @ 24 1/2
1.....	123 1/2	114	123 1/2 @	132 1/2 @	46 1/2	nom	49 1/2	47 1/2	nom	43 1/2 @	23 1/2 @ 24 1/2
3.....	125 1/2	116	125 1/2 @	134 1/2 @	47 1/2	nom	50 1/2	48 1/2	nom	44 1/2 @	23 1/2 @ 24 1/2
5.....	127 1/2	118	127 1/2 @	136 1/2 @	48 1/2	nom	51 1/2	49 1/2	nom	45 1/2 @	23 1/2 @ 24 1/2
7.....	129 1/2	120	129 1/2 @	138 1/2 @	49 1/2	nom	52 1/2	50 1/2	nom	46 1/2 @	23 1/2 @ 24 1/2
9.....	131 1/2	122	131 1/2 @	140 1/2 @	50 1/2	nom	53 1/2	51 1/2	nom	47 1/2 @	23 1/2 @ 24 1/2
1.....	133 1/2	124	133 1/2 @	142 1/2 @	51 1/2	nom	54 1/2	52 1/2	nom	48 1/2 @	23 1/2 @ 24 1/2
3.....	135 1/2	126	135 1/2 @	144 1/2 @	52 1/2	nom	55 1/2	53 1/2	nom	49 1/2 @	23 1/2 @ 24 1/2
5.....	137 1/2	128	137 1/2 @	146 1/2 @	53 1/2	nom	56 1/2	54 1/2	nom	50 1/2 @	23 1/2 @ 24 1/2
7.....	139 1/2	130	139 1/2 @	148 1/2 @	54 1/2	nom	57 1/2	55 1/2	nom	51 1/2 @	23 1/2 @ 24 1/2
9.....	141 1/2	132	141 1/2 @	150 1/2 @	55 1/2	nom	58 1/2	56 1/2	nom	52 1/2 @	23 1/2 @ 24 1/2
1.....	143 1/2	134	143 1/2 @	152 1/2 @	56 1/2	nom	59 1/2	57 1/2	nom	53 1/2 @	23 1/2 @ 24 1/2
3.....	145 1/2	136	145 1/2 @	154 1/2 @	57 1/2	nom	60 1/2	58 1/2	nom	54 1/2 @	23 1/2 @ 24 1/2
5.....	147 1/2	138	147 1/2 @	156 1/2 @	58 1/2	nom	61 1/2	59 1/2	nom	55 1/2 @	23 1/2 @ 24 1/2
7.....	149 1/2	140	149 1/2 @	158 1/2 @	59 1/2	nom	62 1/2	60 1/2	nom	56 1/2 @	23 1/2 @ 24 1/2
9.....	151 1/2	142	151 1/2 @	160 1/2 @	60 1/2	nom	63 1/2	61 1/2	nom	57 1/2 @	23 1/2 @ 24 1/2
1.....	153 1/2	144	153 1/2 @	162 1/2 @	61 1/2	nom	64 1/2	62 1/2	nom	58 1/2 @	23 1/2 @ 24 1/2
3.....	155 1/2	146	155 1/2 @	164 1/2 @	62 1/2	nom	65 1/2	63 1/2	nom	59 1/2 @	23 1/2 @ 24 1/2
5.....	157 1/2	148	157 1/2 @	166 1/2 @	63 1/2	nom	66 1/2	64 1/2	nom	60 1/2 @	23 1/2 @ 24 1/2
7.....	159 1/2	150	159 1/2 @	168 1/2 @	64 1/2	nom	67 1/2	65 1/2	nom	61 1/2 @	23 1/2 @ 24 1/2
9.....	161 1/2	152	161 1/2 @	170 1/2 @	65 1/2	nom	68 1/2	66 1/2	nom	62 1/2 @	23 1/2 @ 24 1/2
1.....	163 1/2	154	163 1/2 @	172 1/2 @	66 1/2	nom	69 1/2	67 1/2	nom	63 1/2 @	23 1/2 @ 24 1/2
3.....	165 1/2	156	165 1/2 @	174 1/2 @	67 1/2	nom	70 1/2	68 1/2	nom	64 1/2 @	23 1/2 @ 24 1/2
5.....	167 1/2	158	167 1/2 @	176 1/2 @	68 1/2	nom	71 1/2	69 1/2	nom	65 1/2 @	23 1/2 @ 24 1/2
7.....	169 1/2	160	169 1/2 @	178 1/2 @	69 1/2	nom	72 1/2	70 1/2	nom	66 1/2 @	23 1/2 @ 24 1/2
9.....	171 1/2	162	171 1/2 @	180 1/2 @	70 1/2	nom	73 1/2	71 1/2	nom	67 1/2 @	23 1/2 @ 24 1/2
1.....	173 1/2	164	173 1/2 @	182 1/2 @	71 1/2	nom	74 1/2	72 1/2	nom	68 1/2 @	23 1/2 @ 24 1/2
3.....	175 1/2	166	175 1/2 @	184 1/2 @	72 1/2	nom	75 1/2	73 1/2	nom	69 1/2 @	23 1/2 @ 24 1/2
5.....	177 1/2	168	177 1/2 @	186 1/2 @	73 1/2	nom	76 1/2	74 1/2	nom	70 1/2 @	23 1/2 @ 24 1/2
7.....	179 1/2	170	179 1/2 @	188 1/2 @	74 1/2	nom	77 1/2	75 1/2	nom	71 1/2 @	23 1/2 @ 24 1/2
9.....	181 1/2	172	181 1/2 @	190 1/2 @	75 1/2	nom	78 1/2	76 1/2	nom	72 1/2 @	23 1/2 @ 24 1/2
1.....	183 1/2	174	183 1/2 @	192 1/2 @	76 1/2	nom	79 1/2	77 1/2	nom	73 1/2 @	23 1/2 @ 24 1/2
3.....	185 1/2	176	185 1/2 @	194 1/2 @	77 1/2	nom	80 1/2	78 1/2	nom	74 1/2 @	23 1/2 @ 24 1/2
5.....	187 1/2	178	187 1/2 @	196 1/2 @	78 1/2	nom	81 1/2	79 1/2	nom	75 1/2 @	23 1/2 @ 24 1/2
7.....	189 1/2	180	189 1/2 @	198 1/2 @	79 1/2	nom	82 1/2	80 1/2	nom	76 1/2 @	23 1/2 @ 24 1/2
9.....	191 1/2	182	191 1/2 @	200 1/2 @	80 1/2	nom	83 1/2	81 1/2	nom	77 1/2 @	23 1/2 @ 24 1/2
1.....	193 1/2	184	193 1/2 @	202 1/2 @	81 1/2	nom	84 1/2	82 1/2	nom	78 1/2 @	23 1/2 @ 24 1/2
3.....	195 1/2	186	195 1/2 @	204 1/2 @	82 1/2	nom	85 1/2	83 1/2	nom	79 1/2 @	23 1/2 @ 24 1/2
5.....	197 1/2	188	197 1/2 @	206 1/2 @	83 1/2	nom	86 1/2	84 1/2	nom	80 1/2 @	23 1/2 @ 24 1/2
7.....	199 1/2	190	199 1/2 @	208 1/2 @	84 1/2	nom	87 1/2	85 1/2	nom	81 1/2 @	23 1/2 @ 24 1/2
9.....	201 1/2	192	201 1/2 @	210 1/2 @	85 1/2	nom	88 1/2	86 1/2	nom	82 1/2 @	23 1/2 @ 24 1/2
1.....	203 1/2	194	203 1/2 @	212 1/2 @	86 1/2	nom	89 1/2	87 1/2	nom	83 1/2 @	23 1/2 @ 24 1/2
3.....	205 1/2	196	205 1/2 @	214 1/2 @	87 1/2	nom	90 1/2	88 1/2	nom	84 1/2 @	23 1/2 @ 24 1/2
5.....	207 1/2	198	207 1/2 @	216 1/2 @	88 1/2	nom	91 1/2	89 1/2	nom	85 1/2 @	23 1/2 @ 24 1/2
7.....	209 1/2	200	209 1/2 @	218 1/2 @	89 1/2	nom	92 1/2	90 1/2	nom	86 1/2 @	23 1/2 @ 24 1/2
9.....	211 1/2	202	211 1/2 @	220 1/2 @	90 1/2	nom	93 1/2	91 1/2	nom	87 1/2 @	23 1/2 @ 24 1/2
1.....	213 1/2	204	213 1/2 @	222 1/2 @	91 1/2	nom	94 1/2	92 1/2	nom	88 1/2 @	23 1/2 @ 24 1/2
3.....	215 1/2	206	215 1/2 @	224 1/2 @	92 1/2	nom	95 1/2	93 1/2	nom	89 1/2 @	23 1/2 @ 24 1/2
5.....	217 1/2	208	217 1/2 @	226 1/2 @	93 1/2	nom	96 1/2	94 1/2	nom	90 1/2 @	23 1/2 @ 24 1/2
7.....	219 1/2	210	219 1/2 @	228 1/2 @	94 1/2	nom	97 1/2	95 1/2	nom	91 1/2 @	23 1/2 @ 24 1/2
9.....	221 1/2	212	221 1/2 @	230 1/2 @	95 1/2	nom	98 1/2	96 1/2	nom	92 1/2 @	23 1/2 @ 24 1/2
1.....	223 1/2	214	223 1/2 @	232 1/2 @	96 1/2	nom	99 1/2	97 1/2	nom	93 1/2 @	23 1/2 @ 24 1/2
3.....	225 1/2	216	225 1/2 @	234 1/2 @	97 1/2	nom	100 1/2	98 1/2	nom	94 1/2 @	23 1/2 @ 24 1/2
5.....	227 1/2	218	227 1/2 @	236 1/2 @	98 1/2	nom	101 1/2	99 1/2	nom	95 1/2 @	23 1/2 @ 24 1/2
7.....	229 1/2	220	229 1/2 @	238 1/2 @	99 1/2	nom	102 1/2	100 1/2	nom	96 1/2 @	23 1/2 @ 24 1/2
9.....	231 1/2	222	231 1/2 @	240 1/2 @	100 1/2	nom	103 1/2	101 1/2	nom	97 1/2 @	23 1/2 @ 24 1/2
1.....	233 1/2	224	233 1/2 @	242 1/2 @	101 1/2	nom	104 1/2	102 1/2	nom	98 1/2 @	23 1/2 @ 24 1/2
3.....	235 1/2	226	235 1/2 @	244 1/2 @	102 1/2	nom	105 1/2	103 1/2	nom	99 1/2 @	23 1/2 @ 24 1/2
5.....	237 1/2	228	237 1/2 @	246 1/2 @	103 1/2	nom	106 1/2	104 1/2	nom	100 1/2 @	23 1/2 @ 24 1/2
7.....	239 1/2	230	239 1/2 @	248 1/2 @	104 1/2	nom	107 1/2	105 1/2	nom	101 1/2 @	23 1/2 @ 24 1/2
9.....	241 1/2	232	241 1/2 @	250 1/2 @	105 1/2	nom	108 1/2	106 1/2	nom	102 1/2 @	23 1/2 @ 24 1/2
1.....	243 1/2	234	243 1/2 @	252 1/2 @	106 1/2	nom	109 1/2	107 1/2	nom	103 1/2 @	23 1/2 @ 24 1/2
3.....	245 1/2	236	245 1/2 @	254 1/2 @	107 1/2	nom	110 1/2	108 1/2	nom	104 1/2 @	23 1/2 @ 24 1/2
5.....	247 1/2	238	247 1/2 @	256 1/2 @	108 1/2	nom	111 1/2	109 1/2	nom	105 1/2 @	23 1/2 @ 24 1/2
7.....	249 1/2	240	249 1/2 @	258 1/2 @	109 1/2	nom	112 1/2	110 1/2	nom	106 10	

DAILY RANGE DURING DECEMBER, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1896	WHEAT.				CORN.				OATS.	
	No. 2 Red.	No. 3 Hard.	DEC.	MAY.	JULY.	No. 2.	DEC.	JAN.	MAY.	MAY.
1.....	91 @ 92	81	nom 90% @ 91	92% @ 93%	ask 78	21% @ 21%	21% @ 21%	21% @ 21%	22% @ 24%	bid
2.....	90 91 b	79%	nom 89% 92%	90% 94	bid 74	21% 21	21% 21	21% 21	23% 24%	
3.....	90 92	81%	nom 89% 92%	90% 94	nom 77%	21% 21	21% 21	21% 21	23% 24%	
4.....	90 91	81%	nom 89% 92%	90% 94	ask 76%	21% 21	21% 21	21% 21	23% 24%	
5.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
6.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
7.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
8.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
9.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
10.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
11.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
12.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
13.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
14.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
15.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
16.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
17.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
18.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
19.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
20.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
21.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
22.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
23.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
24.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
25.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
26.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
27.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
28.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
29.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
30.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	
31.....	90 91	80%	nom 89% 92%	90% 94	ask 75%	21% 21	21% 21	21% 21	23% 24%	

**RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.**

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cent. of Total Crop marketed at St. Louis.
1887.....	1,006,443	13,321,688	17,750,681	457,318,000	3.98
1888.....	984,021	13,416,972	17,845,067	456,329,000	3.91
1889.....	921,366	12,960,809	17,106,956	414,668,000	4.12
1890.....	1,340,317	15,305,124	21,238,550	490,580,000	4.32
1891.....	1,227,546	12,312,960	17,536,217	369,262,000	4.47
1892.....	1,431,990	26,998,228	33,442,183	611,780,000	5.46
1893.....	1,397,408	26,013,638	32,301,974	515,949,000	6.26
1894.....	1,143,435	12,663,604	17,809,061	396,131,725	4.50
1895.....	1,119,383	10,126,318	15,163,587	460,267,416	3.30
1896.....	1,119,681	12,386,755	17,426,319	467,102,947	3.73

**DOMESTIC EXPORTS OF FLOUR AND GRAIN FROM THE UNITED STATES
FOR THE CALENDAR YEAR 1896,**

As Reported by WORTHINGTON C. FORD, Chief of Bureau of Statistics,
Washington, D. C.

Customs Districts.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Rye Flour, bbls.	Wheat, bush.	Wheat Flour, bbls.
Baltimore...	64,852	26,382,189	16,976	6,919,518	8,885,021	1,098,745	34	6,569,656	3,065,645
Boston.....	163,782	5,893,209	94,153	1,919,677	12,944,040	166,564	.....	9,888,965	1,457,526
Newport News...	1,500	10,376,625	68,244	3,750,054	1,241,877	.....	.....	17,327	1,611,562
New York....	7,997,070	19,100,068	168,022	15,680,250	15,773,902	3,568,960	2,225	18,476,263	4,317,439
Norfolk.....	.....	19,891,986	4,850	74,102	.....	.....	.....	.....	61,136
Philadelphia	.....	8,899,376	3,723	438,624	2,241,700	.....	.....	4,863,886	654,136
Portland....	8,400	565,838	233	470	.....	.....	.....	73,322	124,612
Corypas Christi.	.....	1,854,595	98	2,547	20,324	.....	.....	.....	4,399
Galveston...	.....	6,292,280	.....	.....	.....	.....	.....	3,423,969	57,736
Mobile.....	.....	2,345,850	10	2,400	295	.....	.....	414,000	41,696
New Orleans.	.....	25,292,502	779	262,143	845	17,700	3	3,853,337	263,152
Paso del Norte...	24	1,862,447	2	21,402	19,183	.....	.....	3,750	3,335
Pensacola....	.....	512,876	.....	.....	2,000	.....	.....	89,847	29,051
Saluria.....	59	450,876	292	8,248	2,377	.....	.....	.....	6,155
Puget Sound.	11,233	14,752	533	99,191	10,921	1,896	38	3,535,203	682,141
San Diego....	272,467	338	3	90	4,590	10	1	333	42
San Francisco.	8,007,300	50,138	.....	100,805	.....	272,484	.....	20,210,723	1,186,442
Williamette..	31,884	.....	274	29,275	.....	.....	.....	7,184,678	882,573
Chicago.....	.....	5,277,050	.....	575,688	.....	42,000	.....	549,600	.....
Detroit.....	.....	769,848	10,156	86,758	36,750	190,906	25	28,400	91,131
Duluth.....	.....	.....	.....	8,714	.....	.....	.....	2,183,118	313,655
Huron.....	.....	354,600	3,194	30,000	.....	.....	.....	.....	42,406
Miami.....	.....	493,498	.....	.....	.....	18,000	.....	.....	64,208
Oswegatchie.	.....	1,954,899	.....	117,846	.....	17,494	.....	686,416	.....
Superior....	.....	9,425	25	59,651	.....	50	8	1,645,634	623,579
Other Districts.	110,918	466,965	1,462	135,795	133,162	.....	306	96,012	70,294
Total.....	16,668,489	131,960,530	301,029	30,517,428	40,816,497	5,823,989	2,640	83,755,329	15,865,586

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSSH.	JULY—BUSSH.	TOTAL. TWO MONTHS. BUSSH.
1896.....	3,098,790	2,265,192	5,363,982
1895.....	2,858,692	1,902,860	4,761,552
1894.....	2,391,038	3,348,303	5,739,341
1893.....	2,436,228	2,207,104	4,643,332
1892.....	6,610,977	3,276,424	9,887,401
1891.....	5,194,606	3,627,926	8,822,531
1890.....	2,169,492	2,476,860	4,646,352
1889.....	3,080,862	2,530,065	5,610,927
1888.....	4,081,192	2,111,385	6,192,577
1887.....	3,094,637	4,419,464	7,514,101
1886.....	2,723,087	4,476,270	7,199,357
1885.....	2,167,176	934,659	3,101,835
1884.....	3,463,622	1,976,134	5,439,756
1883.....	3,290,267	1,299,443	4,589,710
1882.....	3,737,080	4,023,118	7,760,198
1881.....	1,828,189	1,602,433	3,430,622
1880.....	3,879,201	4,076,181	7,955,382
1879.....	2,978,825	2,900,949	5,879,774
1878.....	3,305,441	1,746,345	5,051,786
1877.....	1,267,167	1,063,223	2,330,390
1876.....	1,068,236	796,286	1,864,522

RECEIPTS OF WHEAT BY CROP YEARS.

Year ending June 30, 1896.....	Busshels.	Year ending June 30, 1892.....	Busshels.
" " " 1895.....	17,547,567	" " " 1893.....	26,996,328
" " " 1897.....	8,400,191	" " " 1894.....	26,013,638
" " " 1899.....	12,231,638	" " " 1895.....	12,663,604
" " " 1890.....	12,960,809	" " " 1896.....	10,136,318
" " " 1891.....	15,205,134	" " " 1897.....	12,336,756
" " " 1892.....	12,312,360		

GRAIN FUTURES—HIGHEST AND LOWEST ST. LOUIS PRICES IN 1896.

WHEAT.		Highest.	Lowest.
July.....	79½	Dec. 30.	*51¼ June 30
August.....	66	Aug. 22.	52¼ June 29.
September.....	67½ n	Sept. 30.	*52¾ June 28.
December.....	68	Dec. 30.	59¼ Aug. 13.
May.....	94¼	Nov. 29.	*53¼ May 29.

Months marked with a star (*) were Hard Winter futures, hence ranged 8 @ 10c below No. 2 Red.

The lowest point on the 1896.97 May future was 71¼c Sept. 25.

CORN.		Highest.	Lowest.
July.....	29¼	Feb. 3.	22¼ July 30
August.....	28¼	July 22.	18¼ Aug. 31
September.....	29¼	April 20.	17¼ Sept. 8
December.....	27	July 17.	19 Sept. 8.
May.....	29¼	Oct. 19.	22 Sept. 8.
OATS.—May.....	28¼	Nov. 10.	17 April 30.

● EARLIEST NEW CROP GRAIN RECEIPTS DURING 1896.

WHEAT.—First arrival this year was from Charleston, Mo., on June 6th, a car of wet and cockled red winter grain, in its condition unfit for milling, which sold for 45c per bushel; on the 12th a car from the same place grading No. 8 red sold at 56¼c per bushel. The first arrival in 1896 was on June 8, from Coffeyville, Kas. CORN.—First arrival in 1896 (car No. 2 mixed) was sold October 12 at 22¼c on track. First receipt in 1896 was car No. 2 mixed on October 7, which sold at 23c. OATS.—First arrival in 1896 was on July 14, a poor car (No. 4) which sold at 14c in elevator. First receipt of 1896 was on July 15, a car no-grade selling at 18c East track. RYE.—First arrivals in 1896 (several cars) were on July 3, which sold subsequently at 29 @ 29¼c on East track and at 28c in C elevator. First arrivals in 1896 were on July 8, and sold at 59 @ 60c.

CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1896.

MILLERS.	NAME OF MILL.	Capacity 24 Hours.	Corn Meal, bbls.	Hominy and Grits, bbls.	Rye Flour, bbls.
Engelke & Feiner.	Southern.....	2,000	157,805	55,839	.....
Flanagan & Co....	Pearl Hominy....	1,500	70,000	124,000	.....
National Cereal Co..	Amazon.....	700	33,350	29,350	.....
H. B. Eggers & Co..	Meramec.....	.....	.....	.....	2,000
Total 1896.....	.....	.....	260,655	109,689	.....
Total 1895.....	.....	.....	363,771	126,578	4,324
Total 1894.....	.....	.....	436,755	204,869	2,380
Total 1893.....	.....	.....	389,690	124,578	2,900
Total 1892.....	.....	.....	411,179	122,557	6,069
Total 1891.....	.....	.....	555,747	150,144	6,304
Total 1890.....	.....	.....	600,730	164,559	5,023
Total 1889.....	.....	.....	590,952	121,375	16,104
Total 1888.....	.....	.....	448,404	84,316	10,655
Total 1887.....	.....	.....	497,989	64,978	9,320
Total 1886.....	.....	.....	415,420	70,899	6,006

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1885.....	10,536	529,450	49,772
1886.....	5,921	466,791	61,050
1887.....	3,506	494,125	49,149
1888.....	11,390	372,874	58,783
1889.....	11,135	503,717	55,596
1890.....	25,275	539,516	109,376
1891.....	45,914	488,563	107,076
1892.....	95,233	378,299	67,130
1893.....	96,366	306,837	56,738
1894.....	125,035	396,083	73,624
1895.....	85,260	236,499	60,305
1896.....	78,495	216,706	54,598

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1896.

January.....	1.25@1.45	July.....	1.40@1.50
February.....	1.30 1.45	August.....	1.25 1.40
March.....	1.35 1.40	September.....	1.25 1.35
April.....	1.35 1.45	October.....	1.30 1.40
May.....	1.35 1.50	November.....	1.25 1.40
June.....	1.45 1.50	December.....	1.25 1.40

OAT MEAL, MANUFACTURED.

Stable Cereal Mills, 1890.....	20,000 bbls.
" " " 1891.....	20,165 "
" " " 1892.....	21,000 "
" " " 1893.....	20,000 "
" " " 1894.....	20,000 "
" " " 1895.....	25,722 "
" " " 1896.....	23,000 "

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND SHIP STUFFS FOR
TWENTY-THREE YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1896	537,933	473	1896	651,309	446
1895	434,863	267	1895	1,000,575	343
1894	390,111	490	1894	707,787	850
1893	373,843	633	1893	762,488	1,011
1892	333,152	842	1892	743,098	785
1891	220,668	941	1891	746,646	908
1890	149,432	905	1890	566,521	736
1889	145,010	940	1889	391,539	820
1888	171,145	580	1888	814,474	558
1887	102,548	303	1887	623,650	233
1886	110,763	336	1886	767,856	335
1885	175,693	347	1885	830,395	908
1884	198,700	857	1884	500,381	1,699
1883	233,665	1,033	1883	711,571	1,361
1882	244,814	1,131	1882	636,496	1,964
1881	143,753	644	1881	580,115	1,233
1880	133,374	447	1880	602,103	1,386
1879	118,605	433	1879	539,443	1,185
1878	148,844	336	1878	499,481	1,058
1877	220,564	.....	1877	690,535	.....
1876	179,990	.....	1876	561,458	.....
1875	207,319	.....	1875	573,062	.....
1874	194,345	.....	1874	556,696	.....
1873	83,773	.....	1873	471,447	.....

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN AND SHIPSTUFFS
(CITY PRODUCT) FOR 1896.

MONTHS.	BRAN, PER 100 LBS.			SHIPSTUFFS, PER 100 LBS.
	Sacked at Mill.	Sacked and Delivered.	Bulk, Delivered.	
	Cts.	Cts.	Cts.	Cts.
January	42 @ 45	43 @ 46	40 @ 42	45 @ 50
February	43 @ 45	45 @ 50	41 @ 45	46 @ 54
March	43 @ 45	43 @ 47	41 @ 44	46 @ 53
April	44 @ 47	45 @ 48	43 @ 45	48 @ 50
May	37 @ 43	38 @ 45	34 @ 39	45 @ 48
June	36 @ 41	38 @ 43	34 @ 37	44 @ 47
July	31 @ 37	32 @ 37	28 @ 31	34 @ 37
August	27 @ 32	30 @ 33	26 @ 28	34 @ 37
September	30 @ 32	31 @ 33	26 @ 29	35 @ 36
October	35 @ 42	36 @ 45	26 @ 30	40 @ 45
November	33 @ 41	40 @ 45	29 @ 34	40 @ 47
December	33 @ 40	37 @ 42	27 @ 31	41 @ 46

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS DURING THE YEAR 1896.

1896.	WINTER WHEAT.										SPRING WHEAT.										Medit. Wheat.	Hard Winter.				Weevily.	Lime.	Boreenings.	Total Cars.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Red.			No. & Wint.	Rejected.	No Grade.	Rejected.			No Grade.	Soft.			Mixed.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	1	2	3				2	3	2		3	2	3	2	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
January	247	173	50	35	50	173	2	35	50	173	2	251	67	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

SACK WHEAT INSPECTED.

No. 3 Wheat.	Sacks.		No. 3 Wheat.	Sacks.	
	Rejected	No Grade.		Rejected	No Grade.
No. 3	374,659	161,646	No. 3	374,659	161,646
No. 4	74,781	161,646	No. 4	74,781	161,646
Total Sacks.....	459,440	323,292	Total Sacks.....	459,440	323,292

GRAIN INSPECTION.

REPORT OF CORN, OATS, RYE AND BARLEY RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1896.

1896 CARS.	CORN.												OATS.												RYE.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	St.Chas. White.				White.				Yellow.				Corn.				Total				White.				Oats.				NoGrade				Color.				Total				Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4				2 3 4							

SACK CORN INSPECTED.

No. 2..... 19,965
 No. 3 White..... 24,126
 Total Sacks..... 44,091

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST CLOSE OF EACH

Saturday Evening.	No. 1 Red Winter.	No. 2 Red Winter.	No. 3 Red Winter.	No. 4 Red Winter.	Rejected Winter.	No Grade Winter.	No. 2 Hard Winter.	No. 3 Hard Winter.	No. 4 Hard Winter.	No. 2 Spring.	No. 3 Spring.
Jan. 4	65,854	63,141	9,762	18,398	18,328	1,019,653	31,074	10,570	144,107	40,173	
" 11	47,178	59,752	3,858	16,652	17,790	990,102	31,074	7,645	191,746	41,394	
" 18	97,044	57,790	3,043	13,529	14,625	991,609	42,684	27,285	185,717	47,909	
" 25	96,213	58,248	2,047	9,715	15,331	971,609	39,048	18,665	196,067	45,139	
Feb. 1	87,736	52,974	2,005	10,865	16,901	956,105	32,806	14,521	194,770	40,614	
" 8	60,782	57,213	2,664	7,444	16,372	921,632	35,990	7,535	183,329	32,594	
" 15	60,782	45,835	2,338	5,521	15,772	927,580	35,990	7,535	182,899	18,762	
" 22	28,112	23,507	1,729	3,257	15,772	925,072	30,991	7,535	180,148	18,762	
" 29	29,955	15,640	3,459	2,358	13,825	908,778	27,849	5,004	174,467	18,762	
Mar. 7	32,877	5,129	3,729	5,550	13,705	917,379	34,164	4,276	178,686	18,762	
" 14	39,604	4,396	4,717	2,328	14,587	918,833	32,765	3,605	185,579	18,302	
" 21	37,113	5,807	3,693	530	10,416	907,859	31,787	3,605	180,429	18,302	
" 28	37,113	4,918	3,693	2,583	14,107	907,859	50,174	2,782	146,333	18,302	
April 4	35,613	4,921	5,059	3,560	14,107	906,859	50,174	2,782	145,434	12,862	
" 11	33,892	4,241	5,689	3,565	14,757	906,859	49,135	2,782	145,378	13,467	
" 18	31,263	3,776	3,333	3,104	14,757	906,858	49,135	2,782	140,375	11,664	
" 25	31,263	10,427	3,406	4,010	14,757	906,858	43,585	3,298	21,632	11,664	
May 2	21,734	4,175	8,406	4,015	16,207	917,187	43,585	3,298	16,942	10,134	
" 9	19,412	3,386	5,411	4,552	14,087	770,563	37,591	2,696	13,861	8,090	
" 16	21,886	2,923	5,420	3,508	13,086	589,616	37,681	2,175	10,402	7,543	
" 23	21,886	2,923	5,020	3,045	13,087	588,962	37,591	2,175	16,888	7,543	
" 30	21,886	2,923	10,434	5,281	5,264	490,776	37,591	2,175	16,889	7,543	
June 6	18,749	701	7,320	12,655	872	341,316	31,280	6,410	8,548	3,971	
" 13	14,780	2,418	8,321	1,452	9,239	330,504	31,280	6,410	13,422	6,307	
" 20	14,781	1,693	5,067	9,819	1,615	289,486	31,280	7,184	10,647	3,968	
" 27	8,787	7,023	6,736	3,843	9,387	290,314	32,543	7,050	8,448	4,822	
July 4	19,095	20,609	14,244	17,665	1,044	318,536	26,757	7,152	.....	3,968	
" 11	90,482	37,346	15,498	1,630	8,816	258,622	26,757	7,152	.....	3,968	
" 18	227,568	63,240	25,706	4,314	8,817	271,129	27,278	2,797	4,235	3,968	
" 25	400,827	141,753	30,369	12,033	9,040	298,435	24,455	6,392	.....	3,968	
Aug. 1	620,649	216,114	47,404	21,531	10,437	364,982	54,070	8,771	.....	3,968	
" 8	784,814	299,581	84,825	55,161	17,067	381,697	78,297	15,327	594	3,968	
" 15	906,642	333,524	107,125	78,480	33,345	438,037	115,359	21,439	524	4,906	
" 22	1,151,941	367,528	119,150	113,533	34,773	437,085	173,679	42,770	978	6,851	
" 29	1,580,411	418,729	122,461	122,795	32,986	391,074	175,461	80,421	2,696	3,900	
Sept. 5	1,750,949	447,043	132,377	131,135	30,082	458,696	131,960	37,620	2,127	4,011	
" 12	1,783,691	464,066	193,630	138,728	30,765	478,745	146,076	30,193	12,722	9,519	
" 19	1,850,304	431,890	144,839	141,856	30,761	500,916	169,821	43,161	2,127	12,870	
" 26	1,867,351	441,424	146,277	147,124	30,761	516,682	165,012	46,224	2,694	14,775	
Oct. 3	1,870,177	436,691	142,427	148,830	30,031	502,404	154,253	48,067	2,680	14,775	
" 10	1,875,307	439,760	140,259	150,937	30,866	508,500	164,826	52,637	2,680	17,294	
" 17	1,843,805	425,785	144,801	152,177	30,866	403,262	154,702	54,186	2,680	17,294	
" 24	1,831,028	376,563	131,801	142,175	30,866	471,343	153,325	54,186	2,680	17,294	
" 31	1,882,340	301,886	117,151	135,963	31,521	436,542	158,553	51,855	2,680	17,294	
Nov. 7	1,890,506	291,298	113,599	135,312	32,026	414,923	154,224	33,196	2,680	17,294	
" 14	1,859,643	227,420	99,268	131,458	32,970	396,507	115,638	33,833	2,680	17,294	
" 21	1,805,460	179,994	80,639	94,114	28,852	395,535	111,761	32,298	2,680	17,294	
" 28	1,769,180	174,543	77,244	86,995	28,417	376,754	97,246	25,154	2,680	17,294	
Dec. 5	1,586,641	170,589	74,665	82,908	26,735	340,271	76,144	17,398	4,572	30,384	
" 12	1,489,678	170,318	79,191	75,408	27,881	285,601	60,823	15,880	5,195	30,384	
" 19	1,465,935	176,251	61,652	48,603	26,435	246,502	35,897	15,262	29,194	34,022	
" 26	1,434,112	174,615	57,775	46,251	27,165	237,753	45,363	14,548	27,549	31,389	

ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
WEEK, DURING 1896.

Rejected Spring.	No Grade Spring.	No. 2 Mixed.	No. 3 Mixed.	Weevily.	Screen- ings.	Special.	Rejected Hard Winter.	Wheat & Corn Mxd.	No Grade Hard.	Rejected Mixed.	Wheat and Oats.	Wheat and Rye.	No. 2 White.	Unfit to Grade.	Total Wheat.
2,988				142											1,424,172
2,648				142											1,409,551
2,146				142											1,493,496
2,199				142											1,454,443
1,857				142											1,410,296
1,857				142											1,328,057
				142	598										1,303,739
				142	598										1,280,620
				142	598										1,195,796
				142	1,120										1,210,459
				142	1,120										1,320,878
				142	598										1,200,176
				142	598										1,183,799
				142	598										1,182,286
				142	598										1,180,673
				142	598										1,136,792
				142											1,051,032
				142											1,040,345
410															877,378
															695,930
															698,870
															602,717
															448,622
	1,305				625	15,585									469,946
	1,305				625	45,923									421,188
	1,305				625	45,923									424,116
	815				625										430,341
	748				625										451,557
	748				625										644,189
		1,015			625										948,962
		3,288	598		625										1,571,810
		5,639	2,513		625										2,070,613
		5,706	3,890		625		580			5,240					2,485,216
		5,174	9,071		625		590			5,940					2,028,479
		5,852	10,278		672		5,245			5,240					3,184,756
		9,984	10,677		330		7,355		1,001	5,240			782		3,250,348
1,304	490	9,984	10,677				6,895								3,165,075
2,693		8,639	9,291				6,798								3,109,322
1,635		8,640	5,592		24,990		6,629				401	69			3,380,491
2,724		8,640	5,592				7,159				401	69			3,119,962
2,728		9,952	6,064				5,966				401	69			3,393,189
5,484		12,248	7,585				6,629				401	69			3,246,534
2,222		12,877	7,585				6,629				401	69			3,176,990
3,090		12,200	7,585			1,450	7,143				401	69			3,132,286
3,274		15,036	7,585			1,450	7,104				401	69			2,936,846
2,720		15,119	7,585			1,450	7,154				401	69			2,786,037
4,727		18,096	8,719			2,491	6,890				401	69			2,435,571
5,335		10,106	6,600			2,491	6,579				401	69			2,307,263
5,335		9,671	6,456			2,491	6,579				401	69			2,174,972
8,444		9,671	5,849			2,046	5,956				401	69			2,128,502
6,329		9,671	4,893			2,046	4,921				401	69			
6,101		8,987	4,898			2,065	3,986				401	69			
5,907		8,987	4,933			2,046	3,896				401	69			
5,907		8,987	4,405			2,455	3,896				401	69			
6,489		8,987	4,405			2,553	3,283				401	69			

STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. OF EACH WEEK

Saturday Evening.		No. 2 St. Charles White.	No. 8 St. Charles White.	No. 2 White.	No. 3 White.	No. 4 White.	No. 2 Mixed.	No. 3 Mixed.	No. 4
Jan.	4.	8,713		8,143			85,147	146	
"	11.	8,718		7,050			44,386	146	
"	18.	2,906		1,018	2,545		217,825		
"	25.	2,012		84,774	2,973		247,547	5,653	
Feb.	1.	2,012		24,578	6,294		482,808	11,659	503
"	8.	2,012		27,842	7,486		482,226	25,587	
"	15.	1,212		24,618	1,192		408,829	16,240	1,031
"	22.	1,212		4,954	1,035		288,235	6,417	2,297
"	29.	9,968		98,702	1,715		958,832	24,440	6,737
March	7.	7,862		124,529	2,587		987,726	47,111	5,758
"	14.	1,678		88,010	1,782		1,133,071	53,753	4,643
"	21.			73,218	3,178		1,114,762	57,915	5,538
"	28.			81,537	2,660		955,874	54,382	3,889
April	4.			83,022	3,761		914,524	64,607	3,599
"	11.			58,732	4,036		830,454	13,198	2,126
"	18.			48,542	878		531,974	7,071	
"	25.			82,347	878		521,688	9,884	671
May	2.			81,836	1,800		223,211	10,966	
"	9.			67,601	2,372		191,487	31,607	985
"	16.			53,955	1,508		167,697	35,131	1,354
"	23.			28,896	3,141		38,542	40,325	2,205
"	30.			35,528	6,639	1,794	35,234	40,981	2,246
June	6.			39,399	7,550	1,794	84,309	51,610	12,026
"	13.			30,244	4,898	625	26,918	44,404	16,445
"	20.			18,741	3,074	625	27,152	52,509	29,197
"	27.			19,198	3,074	625	39,638	24,341	10,043
July	4.			1,025	2,690	625	81,300	21,182	8,627
"	11.			2,394	2,690	625	54,783	19,387	7,551
"	18.			28,323	6,058	1,510	121,628	9,437	6,027
"	25.			80,416	7,075	7,087	333,869	36,557	3,514
Aug.	1.			99,608	12,116	7,087	586,880	63,863	1,987
"	8.			99,120	12,350	8,229	715,756	102,080	4,640
"	15.			121,048	11,637	12,449	693,797	75,008	10,765
"	22.			83,665	3,151	6,865	695,409	90,840	14,741
"	29.			39,077	3,097	6,863	681,354	33,593	10,340
Sept.	5.			20,270			718,383	40,206	8,082
"	12.			16,568			681,354	22,906	2,004
"	19.			16,507			557,705	22,906	2,004
"	26.			21,515			274,318	11,746	
Oct.	3.			20,813	1,234		126,251	10,332	
"	10.			27,047	1,234	699	104,626	10,617	
"	17.			45,172	1,262	699	92,421	13,601	
"	24.			84,982	5,521	670	46,418	17,457	
"	31.			96,491	8,047	1,275	115,058	10,743	1,606
Nov.	7.			99,118	5,055	670	172,300	21,214	6,564
"	14.			52,969	9,381	670	72,956	16,084	1,686
"	21.			41,035	15,284		106,910	46,862	11,079
"	28.			29,672	5,510		149,453	36,870	10,732
Dec.	5.			81,510	18,328		152,896	108,818	15,686
"	12.			89,534	36,002	3,757	178,744	229,690	36,535
"	19.			66,788	49,652	3,757	814,197	307,935	47,642
"	26.						651,070	494,441	69,323

LOUIS IN PUBLIC ELEVATORS BY GRADES AT THE CLOSE
DURING 1896.

Saturday Evening.	No Grade.	No. 2 "Color."	No. 3 "Color."	Corn and Oats.	No. 2 Yellow	No. 3 Yellow	Total Corn, bushels.
Jan. 4.....							47,149
" 11.....							55,805
" 18.....							233,470
" 25.....							892,971
Feb. 1.....		1,189					527,999
" 8.....		1,189					544,745
" 15.....							448,122
" 22.....							305,180
" 29.....		1,198					1,108,682
March 7.....					3,792		1,179,180
" 14.....							1,252,982
" 21.....							1,254,610
" 28.....							1,128,912
April 4.....							1,070,013
" 11.....	496						869,131
" 18.....							594,465
" 25.....							598,418
May 2.....							818,770
" 9.....	564						808,891
" 16.....	1,324				2,093		277,602
" 23.....	1,324						215,952
" 30.....	1,974						117,750
June 6.....	2,076						144,909
" 13.....	4,249						148,710
" 20.....	5,708						150,099
" 27.....	8,243						92,219
July 4.....	8,243						100,587
" 11.....	8,287						119,775
" 18.....	6,787						82,698
" 25.....	7,409						203,009
Aug. 1.....	16,598				2,180		518,020
" 8.....	25,960				3,715		841,536
" 15.....	24,570				3,715		949,167
" 22.....	18,842				3,715		965,869
" 29.....	12,876						845,951
Sept. 5.....	1,976						718,186
" 12.....	8,621						730,284
" 19.....	8,621						602,889
" 26.....	2,006						804,577
Oct. 3.....	2,001						160,744
" 10.....	1,101						184,350
" 17.....	1,101			663			186,926
" 24.....	1,101			663			110,767
" 31.....	1,101	1,360					220,996
Nov. 7.....	2,482	1,360			1,470		301,762
" 14.....	1,101	673			1,470		198,108
" 21.....	1,101	673			1,470		280,015
" 28.....	1,101	673	561		1,470		316,287
Dec. 5.....	1,833	673	561		1,470		845,581
" 12.....	3,204	673	561		3,026		488,617
" 19.....	3,220	673	561		1,470		755,041
" 26.....	3,220	673	561		1,470		1,331,561

STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC AT CLOSE OF EACH

OATS.								
Saturday Evening.	No. 2 White.	No. 3 White.	No. 4 White.	No. 2 Mixed.	No. 3 Mixed.	No. 4 Mixed.	No. Grade.	No. Grade.
Jan. 4	100,502	193,123	3,988	70,762	908,199	24,56	8,379	8,379
" 11	81,419	185,918	3,988	71,623	197,600	26,029	8,379	8,379
" 18	98,960	174,597	1,960	98,554	203,188	17,136	1,967	1,967
" 25	125,335	139,617	1,064	130,925	179,684	17,459	1,967	1,967
Feb. 1	126,130	134,396	1,169	150,843	185,123	16,301	1,967	1,967
" 8	172,865	124,312	1,170	147,512	181,413	17,083	1,967	1,967
" 15	172,634	114,061	1,170	138,589	162,660	15,360	1,967	1,967
" 22	175,317	99,034	1,160	145,591	156,065	16,366	1,967	1,967
" 29	172,976	79,452	1,160	159,047	161,206	15,360	1,967	1,967
Mch. 7	165,619	57,872	1,160	156,552	129,562	16,407	1,133	1,133
" 14	165,088	15,081	2,590	164,708	108,817	5,322	1,133	1,133
" 21	164,679	4,429	2,352	171,001	100,343	11,577	1,133	1,133
" 28	162,771	3,176	1,169	181,252	104,563	11,848	1,133	1,133
April 4	162,616	5,352	3,973	193,443	104,653	13,848	1,133	1,133
" 11	180,866	10,350	3,114	198,498	103,935	11,689	1,133	1,133
" 18	134,144	14,987	4,916	199,765	99,861	8,941	1,133	1,133
" 25	76,521	7,170	4,917	201,396	69,151	12,761	1,133	1,133
May 2	8,387	1,344	2,090	161,402	8,449	10,041	1,133	1,133
" 9	242	452	994	76,631	4,466	7,968	1,133	1,133
" 16	342	5,010	2,106	15,418	4,466	10,125	1,133	1,133
" 23	4,861	4,496	4,000	12,335	420	6,646	1,133	1,133
" 30	1,241	9,221	8,546	12,337	7,215	6,068	1,133	1,133
June 6	2,064	21,071	1,169	15,012	9,905	4,068	1,133	1,133
" 13	11,180	22,638	4,308	15,868	10,868	4,182	1,025	1,025
" 20	13,187	17,753	2,133	5,297	8,604	4,182	1,025	1,025
" 27	7,766	18,942	1,136	4,141	6,730	1,335	1,025	1,025
July 4	2,764	19,743	1,136	5,871	3,444	1,325	1,025	1,025
" 11	2,463	16,343	1,136	3,229	1,414	1,325	1,025	1,025
" 18	9,969	23,580	1,136	3,395	2,346	1,325	1,025	1,025
" 25	18,732	21,997	1,136	30,311	7,146	863	1,025	1,025
Aug. 1	21,553	22,299	1,136	21,013	6,264	1,951	1,025	1,025
" 8	7,623	13,639	1,136	3,976	5,889	2,735	1,025	1,025
" 15	4,592	7,460	1,806	50,163	3,813	4,116	1,025	1,025
" 22	7,522	8,281	840	95,646	7,992	9,296	1,025	1,025
" 29	7,567	8,753	4,216	66,824	6,826	5,907	1,025	1,025
Sept. 5	88	6,458	7,607	62,251	4,731	2,980	1,025	1,025
" 12	6,738	11,373	8,499	144,185	5,287	20,244	1,025	1,025
" 19	5,647	9,130	4,250	256,813	7,160	1,630	1,025	1,025
" 26	1,448	16,019	11,004	207,159	8,209	1,630	1,025	1,025
Oct. 3	4,856	15,142	13,936	216,225	9,390	701	1,025	1,025
" 10	6,268	14,700	14,652	136,785	8,209	701	1,025	1,025
" 17	4,069	12,357	11,283	29,325	8,110	1,191	1,025	1,025
" 24	38	10,861	14,893	29,325	10,245	2,074	1,025	1,025
" 31	38	8,846	4,135	26,729	10,234	3,664	1,025	1,025
Nov. 7	1,274	20,064	22,825	31,638	5,780	4,861	1,025	1,025
" 14	38	18,307	30,950	40,917	3,760	4,861	1,025	1,025
" 21	38	17,587	29,440	40,419	2,515	648	1,025	1,025
" 28	38	10,176	29,260	32,267	6,969	8,778	1,025	1,025
Dec. 5	38	8,647	18,605	32,267	6,949	2,707	1,025	1,025
" 12	38	8,580	16,249	37,554	2,440	4,640	1,025	1,025
" 19	1,065	53,675	65,964	68,406	21,066	3,985	1,025	1,025
" 26	1,065	85,296	128,733	86,008	29,238	5,722	1,025	1,025

**ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE
WEEK DURING 1896.**

OATS.					RYE.					BARLEY.	
No. 2 Northern.	Oats and Wheat	No. 3 Color.	No. 3 Color.	Oats and Clover Mixed.	Total Bushels.	No. 2.	No. 3.	No. 4.	No Grade.	Total Bushels.	Total Bushels.
.....	609,581	6,984	5,157	829	.....	12,979	12,198
.....	574,959	6,984	4,457	.....	.....	11,441	11,567
.....	584,712	9,692	2,186	.....	.....	11,888	12,816
.....	594,037	9,245	2,186	.....	.....	11,441	10,201
.....	628,794	8,020	3,196	.....	.....	5,216	10,201
.....	544,586	2,985	2,718	.....	.....	6,548	6,728
.....	604,744	2,524	2,196	.....	.....	4,730	4,866
.....	611,089	1,784	1,235	.....	.....	8,019	8,425
.....	588,041	1,463	1,699	.....	.....	3,063	1,541
.....	526,652	1,493	1,699	.....	.....	3,063	1,541
.....	1,253	1,082	.....	460,789	1,403	1,699	.....	.....	3,063	986
.....	2,172	.....	456,533	1,915	1,285	.....	.....	8,200	.....
.....	1,227	.....	.....	463,624	1,463	2,138	.....	.....	8,601	.....
.....	488,208	1,463	1,285	.....	.....	2,748	.....
.....	506,486	1,463	1,285	.....	.....	2,748	.....
.....	461,604	1,463	1,285	.....	.....	2,748	.....
.....	926	.....	873,085	1,225	1,285	.....	.....	2,510	.....
.....	187,408	1,225	1,285	.....	.....	2,510	.....
.....	91,886	1,225	.....	.....	.....	1,225	.....
.....	89,260	1,225	.....	.....	.....	1,225	.....
.....	83,646	1,225	.....	.....	.....	1,225	.....
.....	473	.....	35,948	1,225	.....	537	.....	1,762	.....
2,021	1,116	1,085	56,213	1,225	.....	.....	.....	1,225	.....
2,657	1,116	1,085	69,169	1,225	.....	.....	.....	1,225	.....
1,184	849	1,116	1,085	61,854	1,225	.....	.....	.....	1,225	.....
2,574	849	1,116	1,085	44,878	1,225	.....	.....	.....	1,225	.....
.....	1,035	84,965	1,910	.....	.....	.....	1,910	.....
1,290	1,844	.....	.....	1,035	27,260	1,910	.....	.....	.....	1,910	.....
5,345	1,344	1,061	.....	1,035	47,967	1,910	478	.....	.....	2,388	.....
6,386	3,273	.....	.....	1,035	91,617	2,079	1,315	.....	.....	3,894	.....
.....	1,344	.....	.....	1,035	58,535	3,272	1,815	.....	.....	4,467	.....
.....	1,035	87,097	4,142	2,211	.....	.....	6,358	.....
1,410	1,035	76,404	5,156	2,419	.....	986	8,561	.....
.....	1,035	134,906	9,947	4,162	.....	.....	14,814	.....
.....	1,826	1,035	104,112	11,803	5,334	761	.....	17,891	.....
.....	88,985	11,389	6,517	761	485	19,155	.....
.....	192,418	11,925	5,882	1,280	.....	19,967	.....
.....	284,701	12,345	5,864	1,280	.....	19,969	.....
.....	245,464	12,345	5,864	1,280	.....	19,969	.....
1,064	261,334	11,284	5,181	983	.....	17,428	.....
.....	881	.....	.....	182,216	10,045	4,507	564	.....	15,028	.....
.....	70,046	9,721	5,559	606	.....	15,976	.....
.....	686	881	.....	.....	87,445	12,577	6,045	606	.....	19,228	2,009
.....	54,908	17,628	10,888	9,586	.....	28,632	5,647
.....	1,019	.....	.....	69,130	25,081	15,425	1,106	.....	41,613	5,637
.....	1,619	.....	.....	100,726	36,580	18,739	1,619	.....	56,922	8,964
.....	3,983	.....	.....	94,190	38,407	19,133	1,029	589	59,156	7,909
.....	3,202	.....	.....	86,690	39,404	19,350	1,618	.....	60,373	18,603
.....	1,813	.....	.....	70,526	39,997	19,573	1,618	.....	61,188	18,762
.....	1,813	.....	.....	80,699	41,767	19,586	1,618	.....	62,961	15,693
.....	1,813	.....	.....	225,663	40,164	19,063	1,618	.....	60,547	10,837
.....	384,696	40,164	19,168	1,618	.....	69,960	18,631

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1896.

	Date, 1896.	Total Wheat, bushels.	Total Corn, bushels.	Total Oats, bushels.	Total Rye, bushels.	Total Barley, bushels.
January	4	1,424,172	47,149	609,581	12,970	12,196
	11	1,409,551	55,805	574,956	11,441	11,567
	18	1,493,496	233,470	584,712	11,898	12,415
February	25	1,454,443	892,971	594,037	11,441	10,201
	1	1,410,296	527,999	623,794	5,216	10,201
	8	1,328,057	544,745	644,366	5,648	5,722
March	15	1,303,789	448,122	604,744	4,730	4,968
	22	1,230,620	803,180	611,089	3,019	3,425
	29	1,195,796	1,108,632	588,041	3,062	1,341
April	7	1,210,459	1,179,130	526,052	3,062	1,341
	14	1,220,878	1,282,932	460,799	3,062	866
	21	1,200,176	1,264,610	456,533	3,200	.....
May	28	1,183,799	1,128,912	463,824	3,601	.....
	4	1,182,286	1,070,013	483,203	2,748	.....
	11	1,180,673	869,131	506,466	2,748	.....
June	18	1,186,792	594,465	461,604	2,748	.....
	25	1,051,052	596,418	373,035	2,510	.....
	2	1,040,845	518,770	187,408	2,510	.....
July	9	877,978	306,891	91,836	1,225	.....
	16	658,960	277,602	38,259	1,225	.....
	23	698,870	215,852	33,646	1,225	.....
August	30	602,717	117,750	35,948	1,762	.....
	6	448,622	144,909	56,213	1,225	.....
	13	469,946	148,710	69,169	1,225	.....
September	20	421,168	150,099	51,384	1,225	.....
	27	421,116	92,219	44,878	1,225	.....
	4	430,341	100,537	84,965	1,910	.....
October	11	451,567	119,775	77,280	1,910	.....
	18	644,189	52,633	47,367	2,388	.....
	25	945,962	205,009	91,617	5,394	.....
November	1	1,371,810	513,020	58,535	4,467	.....
	8	1,745,295	841,536	37,027	6,333	.....
	15	2,070,613	949,167	76,404	8,561	.....
December	22	2,458,216	965,869	134,906	14,814	.....
	29	2,928,479	845,961	104,112	17,391	.....
January	5	8,184,756	718,186	83,955	19,135	.....
	12	8,250,348	730,244	192,416	18,367	.....
	19	8,333,076	602,889	284,701	18,369	.....
February	26	8,406,322	8,457,77	245,454	18,367	.....
	3	8,380,491	160,744	261,334	17,425	.....
	10	8,419,952	134,850	182,216	15,062	.....
March	17	8,359,189	186,926	70,046	15,366	736
	24	8,246,534	110,767	67,445	19,228	2,009
	31	8,176,950	220,996	54,368	26,622	3,647
April	7	8,132,296	301,762	59,130	41,613	5,387
	14	2,966,846	198,108	100,726	55,926	6,394
	21	2,798,032	230,015	94,196	59,158	7,465
May	28	2,639,506	316,267	65,690	60,373	18,302
	5	2,438,371	845,531	70,526	61,186	16,752
	12	2,267,252	458,617	60,669	62,961	15,362
June	19	2,172,972	755,041	225,262	60,847	14,621
	26	2,123,502	1,331,561	834, 96	60,360	14,621

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLUDED IN ABOVE.

Bushels.		Bushels.		Bushels.	
Jan. 1.....	972,000	May 1.....	836,000	Sept. 1.....	514,000
Feb. 1.....	865,000	June 1.....	243,000	Oct. 1.....	510,000
March 1.....	786,000	July 1.....	196,000	Nov. 1.....	504,000
April 1.....	470,000	August 1.....	756,500	Dec. 1.....	719,000

VISIBLE SUPPLY OF GRAIN FOR 1896.

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND IN TRANSIT DURING 1896, AS REPORTED BY THE
CHICAGO BOARD OF TRADE.

	Date. 1896.	Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye. Bus.	Barley, Bus.
January	4.....	69,842,000	5,838,000	6,537,000	1,557,000	3,750,000
	11.....	68,945,000	6,181,000	6,369,000	1,532,000	3,731,000
	16.....	67,968,000	7,713,000	6,616,000	1,554,000	3,426,000
	25.....	67,523,000	10,431,000	6,253,000	1,549,000	3,135,000
February	1.....	66,734,000	11,976,000	6,444,000	1,520,000	2,798,000
	8.....	66,119,000	12,174,000	6,541,000	1,554,000	2,562,000
	15.....	65,926,000	11,960,000	6,956,000	1,553,000	2,295,000
	22.....	65,011,000	11,516,000	6,918,000	1,541,000	2,180,000
March	29.....	64,089,000	13,086,000	7,001,000	1,518,000	1,927,000
	7.....	62,596,000	14,060,000	7,228,000	1,490,000	1,747,000
	14.....	62,123,000	14,886,000	7,410,000	1,467,000	1,533,000
	21.....	61,348,000	15,852,000	8,164,000	1,518,000	1,234,000
April	28.....	61,048,000	16,530,000	8,526,000	1,488,000	1,198,000
	4.....	60,322,000	16,989,000	9,020,000	1,528,000	1,140,000
	11.....	59,330,000	16,847,000	9,250,000	1,509,000	1,099,000
	18.....	58,483,000	17,170,000	9,481,000	1,518,000	1,037,000
May	25.....	57,946,000	15,155,000	9,595,000	1,510,000	1,229,000
	2.....	55,519,000	11,819,000	8,740,000	1,424,000	1,188,000
	9.....	54,000,000	10,337,000	7,852,000	1,555,000	1,112,000
	16.....	53,146,000	9,153,000	7,890,000	1,550,000	908,000
June	23.....	51,298,000	7,990,000	7,615,000	1,526,000	941,000
	30.....	50,340,000	8,905,000	8,303,000	1,434,000	857,000
	6.....	50,147,000	9,867,000	8,315,000	1,547,000	802,000
	13.....	49,486,000	9,406,000	8,430,000	1,590,000	877,000
July	20.....	48,619,000	9,370,000	8,896,000	1,521,000	957,000
	27.....	47,860,000	8,760,000	8,716,000	1,647,000	729,000
	4.....	47,199,000	9,100,000	8,548,000	1,462,000	813,000
	11.....	47,220,000	9,188,000	8,228,000	1,455,000	768,000
August	18.....	46,743,000	8,666,000	7,107,000	1,656,000	749,000
	25.....	47,142,000	8,810,000	6,537,000	1,557,000	740,000
	1.....	46,754,000	10,752,000	7,166,000	1,596,000	718,000
	8.....	46,429,000	12,188,000	6,945,000	1,626,000	639,000
September	15.....	45,876,000	13,750,000	7,279,000	1,596,000	612,000
	22.....	45,189,000	14,110,000	6,907,000	1,676,000	708,000
	29.....	45,574,000	13,964,000	6,735,000	1,695,000	740,000
	5.....	46,493,000	13,781,000	7,274,000	1,769,000	1,108,000
October	12.....	47,602,000	13,007,000	8,078,000	1,777,000	1,152,000
	19.....	49,655,000	13,621,000	8,460,000	1,964,000	1,388,000
	26.....	48,715,000	13,218,000	8,961,000	1,967,000	1,510,000
	3.....	50,116,000	13,877,000	9,084,000	2,007,000	2,206,000
November	10.....	52,434,000	14,468,000	9,533,000	2,031,000	2,920,000
	17.....	54,808,000	17,175,000	10,135,000	2,250,000	3,411,000
	24.....	57,285,000	17,856,000	10,901,000	2,505,000	4,416,000
	31.....	58,680,000	19,340,000	11,756,000	2,544,000	5,907,000
December	7.....	59,923,000	19,294,000	12,443,000	2,670,000	5,942,000
	14.....	61,008,000	18,196,000	12,759,000	2,708,000	6,250,000
	21.....	59,971,000	18,150,000	12,208,000	2,657,000	6,146,000
	28.....	58,914,000	18,228,000	12,474,000	2,559,000	5,857,000
	5.....	56,312,000	17,405,000	12,297,000	2,464,000	4,834,000
	12.....	54,284,000	17,461,000	11,359,000	2,582,000	5,498,000
	19.....	55,163,000	18,073,000	12,434,000	2,831,000	5,130,000
	26.....	54,443,000	18,893,000	13,476,000	2,996,000	4,875,000

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1896.

CITIES.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.	Total bushels.
Chicago.....	19,838,402	92,722,348	109,725,689	2,530,836	17,496,381	242,338,156
New York.....	28,264,697	29,162,900	42,907,750	4,890,250	11,772,300	116,497,897
Buffalo.....	54,411,207	47,811,010	40,107,499	4,404,354	16,697,744	163,431,814
St. Louis.....	12,651,248	24,736,445	11,491,310	296,930	1,931,611	51,134,544
Minneapolis.....	69,568,870	1,538,360	10,602,660	692,740	2,150,090	84,552,720
Peoria.....	1,892,200	18,624,800	18,102,400	187,250	2,006,500	40,723,150
Baltimore.....	7,592,041	27,724,535	10,428,859	1,881,485	14,684	47,141,604
Kansas City.....	6,978,600	18,215,300	4,279,000	124,800	19,800	24,617,500
Philadelphia.....	5,910,920	11,033,128	5,239,616	12,400	808,400	23,024,464
Milwaukee.....	8,965,734	2,072,600	18,878,000	1,695,995	1,781,465	23,293,794
Toledo.....	10,200,000	5,400,000	750,000	551,000	82,000	16,983,000
Boston.....	13,427,724	9,805,878	8,092,908	193,300	83,789	31,603,594
Duluth and Superior...	58,222,116	413,166	4,877,864	1,635,798	6,653,770	71,202,714
New Orleans.....	3,852,623	25,989,094	8,046,815	.....	.....	32,788,032
Cincinnati.....	1,452,702	12,991,805	4,680,096	361,639	1,273,090	20,759,334
Montreal.....	9,472,067	6,653,906	4,031,749	818,076	278,464	20,774,262
Detroit.....	3,027,750	1,750,890	1,889,262	1,024,890	1,372,335	9,165,136
Cleveland.....	2,742,167	816,786	1,331,688	.....	372,000	5,262,641
Indianapolis.....	3,884,000	6,817,800	947,000	10,200	4,200	11,163,200
Galveston.....	3,537,457	6,887,492	.....	.....	.....	9,724,949
San Francisco....	21,069,510	460,484	2,133,819	383,584	10,629,196	34,696,593

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

	1896.	1895.	1894.	1893.
Flour..... Barrels.	18,934,638	18,608,525	20,843,266	21,187,326
Wheat..... Bushels.	68,911,369	48,723,512	61,699,092	97,077,135
Corn..... "	116,176,209	68,449,038	52,069,036	64,339,348
Oats..... "	78,215,349	48,022,153	47,144,734	55,911,333
Rye..... "	6,409,667	612,567	684,904	1,274,009
Barley..... "	13,878,255	4,893,968	5,490,977	5,542,336

**TRANSACTIONS AT THE CALL BOARD FOR EACH MONTH OF THE YEAR 1896, AND COM-
PARATIVE FOR PREVIOUS YEARS.
(CAR LOTS REDUCED TO BUSHELS.)**

MONTHS.	WHEAT—BUSH.		COEN—BUSH.		OATS—BUSH.		RYE. BU-SH.
	Cash.	Futures.	Cash.	Futures.	Cash.	Futures.	Cash.
January	137,800	3,130,000	886,000	3,445,000	83,000	340,000	5,600
February	162,250	2,620,000	888,800	2,645,000	67,100	620,000	4,900
March	137,400	3,060,000	210,000	2,880,000	78,700	540,000	4,300
April	106,000	2,965,000	908,000	3,060,000	45,100	680,000	7,000
May	150,000	2,835,000	594,000	2,960,000	38,000	520,000	5,600
June	196,000	4,260,000	210,000	3,110,000	68,200	570,000	4,200
July	983,000	3,960,000	280,000	2,960,000	70,400	360,000	4,200
August	975,000	4,600,000	210,000	3,200,000	193,600	720,000	7,000
September	323,000	2,900,000	420,000	2,900,000	77,000	620,000	10,500
October	196,000	2,720,000	245,000	2,100,000	83,500	640,000	7,700
November	180,000	3,160,000	280,000	2,150,000	93,700	360,000	4,200
December	65,000	3,320,000	420,000	3,100,000	55,000	625,000	4,900
Total 1896	8,522,450	38,380,000	3,683,900	34,560,000	892,100	6,405,000	70,000
Total 1895	8,357,200	39,860,000	3,322,000	35,265,000	638,800	7,950,000	71,400
" 1894	4,969,650	33,590,000	3,654,400	35,703,000	645,900	6,535,000	48,300
" 1893	7,757,050	48,815,000	4,539,500	39,280,000	609,800	4,265,000	63,000
" 1892	7,099,350	55,635,000	5,464,300	45,453,000	895,000	10,575,000	104,300
" 1891	10,325,400	62,160,000	5,898,300	45,120,000	1,328,000	9,265,000	73,100
" 1890	8,169,300	71,800,000	7,509,500	63,940,000	805,000	17,835,000	145,750
" 1889	1,541,400	53,205,000	6,180,600	51,010,000	1,273,000	8,385,000	191,800
" 1888	1,130,350	37,806,000	4,331,400	61,980,000	1,881,000	16,590,000	87,450
" 1887	3,458,500	66,170,000	3,283,650	69,785,000	1,377,000	13,740,000	36,300
" 1886	4,989,500	86,265,000	4,370,750	67,410,000	1,984,000	13,475,000	48,900
" 1885	2,891,500	109,490,000	9,733,850	73,720,000	2,477,700	18,140,000	201,300
" 1884	8,573,500	106,815,000	8,989,960	99,650,000	2,187,800	20,560,000	170,500

MISSOURI CROPS OF 1896.

By J. B. RIPPEY,
Secretary State Board of Agriculture.

CORN.

Condition is estimated at 85 and the acreage, as compared with 1895, at 95 per cent, showing a reduction in condition of 23 points and in acreage of 5 points.

This estimate gives an acreage of 6,250,000 acres, a yield of 32 bushels per acre and a total yield of 200,000,000 bushels. This estimate is thought to be conservative at least, possibly below the actual product.

WHEAT.

Acreage harvested was placed at 1,550,000 acres for 1895, and was reduced to 1,271,000 for 1896. The unfavorable conditions for seeding in fall of 1895, the failure of the seed to germinate, causing a large area to be plowed up, and the low prices then prevailing, have been causes for this decrease. The yield for 1895 was estimated at 11 bushels per acre, and for 1896 as 10 bushels, giving a total yield for the State of 12,710,000 bushels. In Northeast section this grain has suffered damage in the shock estimated at 23 per cent, in the Northwest 10 per cent, in the Central 8 per cent, Southwest 5 per cent, and the Southeast 9 per cent, or an average damage for all sections of the State of 11 per cent.

Wheat condition for seeding over the State for fall of 1896 was not so favorable as might have been desired. In some counties the ground was too dry, while in others continued rainfall rendered seeding impossible. The acreage for the State was reported the same as last season with an increase of 5 points in the Southwest section and a decline of 7 in the Southeast. The seed generally germinated well and the young plant made a vigorous growth.

OATS

Practically covered the same area as for 1895, estimated at 1,140,000 acres, but the yield declined from 30 bushels per acre to 19 bushels, or from a total yield of 34,200,000 bushels for 1895 to 21,660,000 bushels for 1896. The promises of this crop for June and July were not realized. Fields and localities that promised a large yield about the time the head was forming were struck by rust, resulting, in many instances, in complete destruction;

some correspondents reporting that the value of the crop in their locality would not pay for the binding twine. In others the plant was harvested, but the grain was light and of reduced value, and the yield not one-third what the vigorous growth had promised.

After cutting and shocking, continued rains, which prevented stacking or threshing, did immense damage in many localities, estimated at 19 per cent for the State. In the Northeast section this damage was most severe, amounting to 35 per cent of the crop, and in some localities correspondents said "the grain and straw is so completely rotted that they will neither be threshed nor stacked."

HAY.

The acreage of this crop was placed at 2,360,000 acres, or practically what it was in 1895, and the yield has been increased $1\frac{1}{4}$ tons per acre to $1\frac{1}{2}$ tons for 1896, giving a total yield for the State of 3,540,000 tons against 3,000,000 tons for 1895. The quality of the product was good, but late cutting was damaged by continued rains.

Pastures were in good condition, have given an abundant yield, and no change in acreage is noted.

TOBACCO

Was of good quality, in most localities, was cut and houses in good condition, and the yield per acre was estimated at 668 pounds against 745 pounds for 1895. The estimated area of 10,000, which is 900 acres less than the Government estimate for 1895, would give a total yield for the State of 6,680,000 pounds against 7,500,000 for 1895.

COTTON.

Acreage was materially increased over that of 1895. The Southeast section, which produces the great bulk of the cotton in this State, had in 1895 approximately an acreage of 41,280 acres, which was increased in 1896 7 per cent, giving the Southeast section 44,169 acres. The Southwest section for 1895 had 6,720 acres, which was doubled for 1896, giving an acreage of 13,440 acres, or a total for the State of 57,609 acres. The yield per acre has decreased from 253 pounds to 242 pounds, which gives an approximate yield for 1896 of 13,941,378 pounds against 12,144,000 pounds for 1895, an increase of nearly two million pounds, or a total production for the State of 29,000 bales against 25,300 in 1895, and an estimated production of four million pounds of seed.

POTATOES

Were decreased in acreage 7 per cent, leaving an area of 90,000 acres, and the reported yield for the State of 87 bushels per acre gives a total of 7,830,000 bushels against 10,000,000 for 1895.

FLAX

Is produced on a commercial scale in Audrain, Barton, Bates, Benton, Cass, Cedar, Dade, Henry, Jasper, Johnson, Lawrence, Montgomery, Pettis, Polk, St. Clair and Vernon, each of these counties having 500 acres or more. The approximate area for the State in 1896 was 60,000 acres and an estimated production of half a million bushels of seed.

We have produced in 1896 200,000,000 bushels of corn, 13,000,000 bushels of wheat, 22,000,000 bushels of oats, 3,500,000 tons of hay, 14,000,000 pounds of cotton, 7,000,000 pounds of tobacco, 500,000 bushels of flaxseed, and 8,000,000 bushels of potatoes.

The estimated annual value of our fruit crop is. apples \$10,000,000, strawberries \$500,000, grapes \$1,000,000; raspberries, blackberries, peaches, plums and other fruit \$1,000,000, or a total of \$12,500,000.

The dairy business of this State, exclusive of the investments of farmers and of their products, and including only the creameries and dairies that have made report to this office, requires for its support the products of 132,000 acres of land, valued at \$4,000,000; has \$300,000 invested in dairy buildings, owns 30,000 cows, valued at \$900,000, and annually produces for market 2,000,000 pounds of butter, 600,000 pounds of cheese, and 10,000,000 gallons of milk, or a total investment of over \$5,000,000, making a gross annual return in dairy products of \$1,500,000.

A review of the agricultural conditions and the productions of Missouri indicates the unlimited possibilities of the State.

She has an area of 44,000,000 acres, the largest iron mountain in the world, twenty counties with an unlimited supply of iron, 23,000 square miles of coal area and an annual output of 3,000,000 tons, lead mines operated in twenty-six counties and the most productive single mine in America, and a total annual production of 61,000 tons of pig lead.

She also leads in zinc production with an annual output of 130,000 tons. She has extensive quarries of red and gray granite, red, gray, cream-colored and mottled marble, onyx, limestone and sandstone.

She has the largest stock-feeding farm producing its own grain, the largest nursery, the largest orchard, and the largest jack-breeding and importing establishment in the world.

Among breeds of live stock her improved hogs, cattle, sheep, horses and mules are winners in competition with the best animals in the world and are largely drawn upon by the breeding harems of other States and countries.

Our live stock is enumerated and assessed as follows: Horses, 918,000 head, value \$23,000,000; mules, 231,000 head, value \$7,000,000; cows, 723,000 head, value \$18,000,000; other cattle, 1,686,000 head, value \$32,000,000; sheep, 775,000 head, value \$1,475,000; swine, 3,169,000 head, value \$12,363,000, or a total assessed valuation of \$69,700,000, which is probably about half the real value.

Noting the probable increase or reduction in commodities as reported by correspondents and other reliable sources, we should ship from the State in 1896 approximately 700,000 head of cattle, 2,200,000 head of hogs, 70,000 head of horses, 300,000 sheep, 3,000,000 pounds of wool, 50,000,000 pounds of poultry, 25,000,000 dozen eggs, 250,000,000 feet of lumber, 2,500,000 railroad ties, 4,000,000 feet of piling, 7,000,000 pounds of pickles, 35,000,000 pounds of canned goods and 7,000,000 pounds of hides.

WORLD'S GRAIN SUPPLY.

Course of Wheat Production and Exportation in the United States, Canada, Argentina, Uruguay, Russia and British India From 1880 to 1896.

Compiled by the United States Department of Agriculture.

In view of the many requests for information regarding the quantity of wheat produced and exported by some of the principal countries contributing to the world's supply, such official statistics upon the subject as were available have been gathered together and are made the subject of the present circular. The countries treated of are the United States, Canada, Argentina, Uruguay, Russia and India. The following table shows by quinquennial periods the average annual production of wheat in each of these countries, so far as reliable figures could be obtained, from 1881 to 1895, inclusive:

AVERAGE ANNUAL PRODUCTION OF WHEAT BY QUINQUENNIAL PERIODS IN SIX OF THE PRINCIPAL WHEAT-EXPORTING COUNTRIES.

COUNTRIES.	AVERAGE ANNUAL PRODUCT.		
	1881-1885.	1886-1890.	1891-1895.
	Bushels.	Bushels.	Bushels.
United States.....	435,685,744	443,843,400	490,246,218
Canada	89,200,000	85,294,536	51,405,890
Argentina.....	† 18,000,000	22,800,000	61,600,000
Uruguay	‡	‡	5,143,000
Russia.....	§ 224,106,611	233,400,968	301,406,690
India	§ 269,721,862	245,657,238	224,908,680

† Annual average for the two years 1884-1885.

‡ No statistics available.

§ Annual average for triennium 1883-1885.

The averages presented above show a very decided increase in the wheat production of the United States, Canada, Argentina and Russia during the last fifteen years, and a similar growth would undoubtedly be shown for Uruguay were statistics obtainable for the entire period. India is the only one of the six countries which suffered a decline in production.

The figures given in the subjoined table show the average annual exports of wheat, including wheat flour, from each of the above-named

countries during the quinquennial periods indicated. In preparing this table the quantity of wheat flour exported was converted into its equivalent in grain at the rate of $4\frac{1}{2}$ bushels of wheat to a barrel of flour weighing 196 pounds, and then added to the exports of grain. The statistics quoted for Canada and Uruguay represent the net exports, i. e., the excess of exports over imports. The imports of wheat into the other four countries are so small that they are not taken into account. In Argentina, Uruguay and Russia the commercial years coincide with the calendar years. In the United States and Canada they comprise the twelve months ending June 30, and in India the twelve months ending March 31. The figures given for the three last mentioned countries are for the commercial years ending in the calendar years subsequent to those named. The table is as follows:

**AVERAGE ANNUAL EXPORTS OF WHEAT AND WHEAT FLOUR, EXPRESSED
IN BUSHELS OF GRAIN, BY QUINQUENNIAL PERIODS, FROM
SIX OF THE PRINCIPAL WHEAT-EXPORTING COUNTRIES.**

COUNTRIES.	ANNUAL AVERAGE EXPORTS.		
	1881-1885. Bushels.	1886-1890. Bushels.	1891-1895. Bushels.
United States:			
Wheat	88,861,016	64,987,221	101,021,444
Wheat Flour	88,796,027	50,801,553	70,710,086
Total	122,157,043	115,788,774	171,731,480
Canada:			
Wheat	2,868,905	1,968,653	8,744,226
Wheat Flour	42,813	662,743	1,452,875
Total	2,906,218	2,526,896	10,196,601
Argentina:			
Wheat	1,834,298	5,918,318	88,018,062
Wheat Flour	180,820	528,840	1,604,299
Total	2,015,118	6,246,658	84,617,881
Uruguay:			
Wheat	† 42,986	† 159,947	1,046,920
Wheat Flour	120,282	810,927	572,569
Total	77,268	150,990	1,619,489
Russia:			
Wheat	73,721,407	98,089,121	102,971,200
Wheat Flour	2,468,866	2,267,241	2,610,417
Total	76,189,778	96,886,362	105,581,617
India:			
Wheat	84,352,261	80,440,072	27,747,751
Wheat Flour	228,446	985,470	1,508,572
Total	84,580,707	81,875,542	29,251,828

† Net imports.

The foregoing tabular statement indicates in a striking manner the remarkable growth which has occurred since 1880 in the volume of wheat distributed by some of the principal wheat-exporting countries. The average yearly export of wheat, both grain and flour, from the United States during the three quinquennial periods from 1881 to 1895 increased about 40 per cent. and Russia, whose exports of wheat rank next to those of the United States in volume, made a gain nearly equal in rate. The exports of wheat from Canada, although rather unimportant when compared with the much greater shipments from the United States and Russia, show a growth which is proportionately even more rapid, the average net shipment per annum having more than trebled since 1881-1886. The most striking growth in wheat exportation, however, is exhibited by the South American countries, Argentina and Uruguay. The average annual wheat exports of Argentina increased from about 2,000,000 bushels in the quinquennium 1881-1885 to nearly 35,000,000 bushels in 1891-1895, while in the same space of time Uruguay's net exports per annum advanced from about 77,000 bushels to more than 1,600,000 bushels. India alone of the six countries under consideration shows a diminished export trade, a natural result of declining production. The aggregate quantity of wheat exported from the six countries combined during the five year period 1881-1885 averaged about 238,000,000 bushels per annum. In the quinquennium 1891-1895, the yearly average export amounted to about 352,000,000 bushels, or a total gain of 114,000,000 bushels.

The maximum of both area and production in the United States was reached in 1891. Since that year there has been a considerable diminution in area and product, accompanied by an even greater falling off in the quantity of wheat exported, the total shipments of grain and flour during the fiscal year 1895-96 amounting to only 129,000,000 bushels as compared with 228,000,000 bushels in 1891-92. The exports of grain fell off much more rapidly than those of flour, the latter showing only a slight decrease during the five years.

The crop year 1891 was an unusual one in several of the great wheat growing countries. Coincident with the largest wheat production ever recorded for the United States there was a partial or total failure throughout much of Europe. The Russian crop was exceedingly light and resulted the following year in greatly diminished exports. Since this temporary setback, however, Russia has more than regained the lost ground, and the last few years have witnessed a rapid growth in exportation as well as production. Canada, like the United States, produced her largest crop in 1891. Her net exports increased in the fiscal years 1892, 1893 and 1894, but have since declined. The exports of wheat from British India reached their maximum in 1891-92, the years subsequent showing a falling off which has greatly lessened India's importance as a contributor to the world's wheat supply. Her shipments during the past year (1895-96) amounted to only 20,000,000 bushels, as against 58,000,000 bushels in 1891-92. In Argentina and Uruguay the progress made in wheat

raising during the last few years has been almost phenomenal. The Argentine crop increased from 36,000,000 bushels in 1891 to 75,000,000 bushels in 1895, and during the same period the remarkable gain of from 15,000,000 to 40,000,000 bushels (wheat and flour) was made in exportation. Uruguay's crop, which amounted to less than 3,000,000 bushels in 1891, advanced with such rapidity that in 1895 it was returned at about 10,000,000 bushels. In 1891 the imports into Uruguay exceeded the exports, but in 1894, the latest year for which the trade returns are available, shows an excess of nearly 6,000,000 bushels (wheat and flour) in favor of the exports.

CROPS OF THE YEAR 1896.

From the December report of the Department of Agriculture, Washington.

REVIEW OF CROP CONDITIONS FOR 1896.

WHEAT.

A severe drought at seeding time, from which scarcely a county in the entire winter-wheat belt was exempt, retarded or prevented germination, thus bringing the December condition down to 81.4, against 89 for the previous December (1894), 91.5 for December, 1893, and an average of 92 for the same date in the ten years 1887 to 1896. The crop had a further disaster to encounter in an exceptionally scanty snow covering, this deficiency being as generally distributed as the lack of autumnal rain preceding it. Much of the sparse growth that had succeeded in making a start was thereby winterkilled, so that many fields in the central region were plowed up for spring crops. The first spring report showed a condition of 77.1, against 81.4 for April, 1895, and 86.7 for the same date in 1894.

The improved condition reported May 1 was unfortunately not maintained. From the early days of that month until harvest there was a steady decline, the figures being for May, 82.7 (5.6 per cent better than the April average); for June, 77.9 (a fall of 4.8 per cent), and for July, 75.6, against 85.8 for July 1, 1895.

Spring wheat showed a condition of 99.9 in June, 93.3 in July, and 78.9 in August; a flattering early promise unfortunately not fulfilled. The causes adduced for this steady deterioration were insect enemies, especially in Michigan and Wisconsin; rust; heavy rains, in Iowa; and dry and exceptionally hot weather, generally.

Condition of winter and spring wheat combined: 87.6 in June, 83.4 in July, 74.6 when harvested. The final condition was 75.4 in 1895 and 83.7 in 1894. Accompanying the September reports, complaints both of quantity and quality were universal, a few scattered counties only excepted, east of the Rocky Mountains. Beside the causes of deficient growth and

the insect injuries previously reported, much trouble had been caused by rains following harvest, from which a considerable percentage of the grain sprouted or rotted in the shock. On the Pacific Slope the condition was far more favorable, a full crop being reported in California, Nevada and Utah, with fairly high figures from adjoining States. The small wheat product of New England also seems to have been specially favored, and reports better than the average came also from New Jersey, Delaware and Maryland.

Though better returns at the end of the year increased by a fraction of a bushel the general average yield per acre given in October, the final figure—hardly 12.4 bushels per acre—was 10 per cent short of the 13.7 bushels reported for 1895.

CORN.

The spring was favorable for early plowing, the amount finished by May 1—79.6 per cent—being more than an average, though less than was reported for the years just preceding—82.8 per cent for 1895, 83.5 for 1894. The first report of condition, July 1, gave an average of 92.4, against 99.3 for July, 1895, the less favorable start being explained by too wet weather from Indiana to Missouri and too dry weather toward the Gulf. The August condition showed an increase of 3.6 per cent, being 96, against 102.5 in 1895. By September this advance had been lost, and the general average had fallen to 91, the condition at the same date the year before having been 96.4, the deterioration for both years alike being due to dry weather. The October condition was 90.5, against 95.5 in 1895, and yet when the preliminary yield came to be estimated in November, 1896, was found to be a bushel ahead of its predecessor. The final return of yield shows an average of 28.2 bushels per acre, a further advance on preceding estimates. The average yield in 1880 was 27.6 bushels, and the highest reported figures since that date were 27 in 1889 and 1891. In 1896 the average was 26.2, the unprecedented crop of that year being due to an unprecedented acreage. In 1896, on an acreage 1.3 per cent less, a yield 7.6 per cent greater gave a total product 6.2 per cent greater, so that the year's corn crop exceeded by that percentage any other ever produced in the country's history.

OATS.

The condition of oats was 98.8 on the 1st of June and 96.3 on the 1st of July. During July there was a serious decline, and the condition on August 1 was only 77.3, heavy rains, rust, the army worm, and chinch bugs being among the chief causes of the unfavorable change. A further decline occurred after August 1 in oats not then harvested, and the average harvest condition for the entire crop was only 74. In 1896 the June condition was 14.5 above and the harvest condition 12 points below the corresponding figures for the previous year. The average yield per acre was 25.7 bushels. As compared with 1895 the reduction is 1.1 per cent in area, 13.2 per cent in rate of yield, and 14.2 per cent in total product.

RYE.

The crop of winter rye was of course affected to a great extent by the same general causes which affected winter wheat. Its average condition on April 1 was 82.9; May 1, 87.7; June 1, 85.2; July 1, 83.8. The average condition of spring rye was 98.6 on July 1 and 88 on August 1. The condition at harvest for rye in general was 82, the average yield being 13.3 bushels. The area is about 3.1 per cent, the average rate of yield 7.6 per cent, and the total product 10.4 per cent less than in 1895.

BARLEY.

The average condition of winter barley on May 1 was 89.2, against 94 at the corresponding date in 1895. The condition of barley in general on June 1 was 98; July 1, 88.2; August 1, 81.9; when harvested, 83.1. The average yield per acre was 23.6 bushels. The area and rate of yield were each 10.6 per cent and the total product about 20 per cent less than in 1895.

PRODUCTION AND EXPORTS OF CORN SINCE 1880.

YEAR.	Total area of crop.	Total production.	Total value of crop.	Average value per bush.	Average yield per acre.	Average value per acre.	Exports for fiscal years beginning July 1.
	Acres.	Bushels.		Cents	Bu.		Bushels.
1880.....	62,317,842	1,717,484,543	\$679,714,499	89.6	27.6	\$10.91	98,648,147
1881.....	64,262,025	1,194,916,000	759,492,170	68.6	18.6	11.82	44,840,683
1882.....	65,669,545	1,617,025,100	788,967,175	48.5	24.6	11.94	41,655,653
1883.....	68,301,889	1,551,066,895	658,051,465	42.4	22.7	9.63	46,259,666
1884.....	69,683,780	1,795,528,000	640,785,560	85.7	25.8	9.19	52,876,456
1885.....	73,180,150	1,996,176,000	885,674,680	82.8	26.5	8.69	64,829,617
1886.....	73,694,208	1,665,441,000	610,311,000	86.6	22.0	8.06	41,368,584
1887.....	72,892,720	1,456,161,000	646,106,770	44.4	20.1	8.98	25,361,869
1888.....	73,672,768	1,987,790,000	677,561,580	84.1	85.3	4.95	70,841,673
1889.....	78,319,651	2,112,892,000	597,918,829	28.8	27.0	7.63	108,418,709
1890.....	71,970,768	1,489,970,000	754,483,451	50.6	20.0	10.48	32,041,529
1891.....	76,204,615	2,060,154,000	886,439,228	40.6	27.0	10.98	76,602,285
1892.....	79,626,688	1,628,464,000	642,146,680	39.4	23.1	9.09	47,121,894
1893.....	72,086,465	1,619,496,181	591,625,627	86.5	22.5	8.21	66,489,529
1894.....	62,562,269	1,212,770,052	554,719,162	45.7	19.4	8.86	28,585,405
1895.....	62,075,830	2,151,138,580	544,985,534	25.3	26.2	6.64	101,100,875
1896.....	81,027,166	2,288,875,165	491,006,967	21.5	28.2	6.06	.....
Average from 1870 to 1879..	48,741,331	1,184,486,954	504,571,048	42.6	27.1	11.54	55,077,828
Average from 1880 to 1889..	70,548,467	1,708,443,054	668,942,370	89.3	24.1	9.48	58,459,000
Average from 1890 to 1896..	78,789,094	1,777,981,183	680,765,228	35.5	24.1	8.55	*58,656,886

* Average from 1890 to 1896.

PRODUCTION AND EXPORTS OF WHEAT SINCE 1880.

YEAR.	Total area of crop.	Total production.	Total value of crop.	Average value per bush.	Average yield per acre.	Average value per acre.	Exports for fiscal years beginning July 1.
	Acres.	Bushels.		Cents	Bu.		Bushels. P. ct. of crop
1880.....	37,986,717	498,549,868	\$474,201,850	95.1	13.1	\$12.48	186,321,514 37.4
1881.....	37,709,020	383,280,090	468,880,427	119.2	10.2	12.12	121,897,839 31.8
1882.....	37,067,194	504,186,470	444,602,125	88.2	13.6	11.99	147,811,316 29.3
1883.....	36,455,593	421,066,160	383,649,272	91.1	11.6	10.52	111,534,182 26.5
1884.....	39,478,885	512,765,000	330,862,260	64.5	13.0	8.88	132,570,367 25.9
1885.....	34,189,246	357,112,000	275,520,390	77.1	10.4	8.05	94,565,794 26.5
1886.....	36,806,184	457,218,000	314,226,020	68.7	12.4	8.64	153,904,970 33.6
1887.....	37,641,783	456,329,000	310,612,960	68.1	12.1	8.25	119,625,344 25.2
1888.....	37,386,138	415,968,000	385,248,030	92.6	11.1	10.32	88,600,743 21.5
1889.....	38,128,859	490,560,000	342,491,707	89.8	12.9	8.98	109,430,467 22.3
1890.....	36,087,154	399,262,000	334,778,678	88.8	11.1	9.28	106,181,316 26.6
1891.....	39,916,397	611,780,000	513,472,711	83.9	15.3	12.96	226,665,812 36.9
1892.....	38,554,480	515,949,000	522,111,881	62.4	13.4	8.35	191,912,635 37.3
1893.....	34,629,418	396,181,725	218,171,381	58.8	11.4	6.16	164,288,129 41.5
1894.....	34,882,486	460,267,416	226,902,026	49.1	13.2	6.48	144,812,719 31.5
1895.....	34,047,382	467,102,947	287,988,998	80.9	18.7	6.99	126,448,968 27.1
1896.....	34,618,646	427,684,346	310,602,589	72.6	12.4	8.97	.....
Average from 1870 to 1879..	26,187,414	312,152,728	327,407,258	104.9	12.4	13.00	84,592,977 27.1
Average from 1880 to 1889..	37,279,162	449,696,369	371,909,504	82.7	12.1	9.97	126,615,709 28.2
Average from 1890 to 1896..	36,105,188	468,311,062	308,281,898	65.8	13.0	8.54	*159,893,263 *33.7

* Average from 1890 to 1895.

In the tables of production and exports of corn and wheat, the fiscal years to which the figures on exports relate are those beginning on July 1 in the years indicated. Thus, the exports set opposite the year 1895 are not for the calendar year 1895, nor for the fiscal year ending June 30, 1895, but for the fiscal year beginning July 1, 1895, and ending June 30, 1896. In this way the exports are placed on the same line with the crop out of which they are mainly drawn. As the fiscal year beginning July 1, 1896, is incomplete, the corresponding space in the column of exports is necessarily left blank. The official figures on exports have, however, been issued for the six months ending on December 31, 1896, and it appears that the corn exported during that period amounted to 72,954,096 bushels, while the wheat, including flour reduced to its wheat equivalent at the rate of $4\frac{1}{2}$ bushels to the barrel, amounted to 94,027,622 bushels. The exports of these two cereals for the corresponding months of the preceding year amounted to 38,331,098 bushels of corn and 65,029,819 bushels of wheat. It will be seen that the exports of corn for the first six months of the current fiscal year amounted to 34,623,000 bushels more than those for the same period of the fiscal year preceding. During December, 1896, they amounted to 15,039,329 bushels. It thus appears that the low price is stimulating the foreign demand, which in turn has a tendency to stiffen the price.

Corn, wheat and oats are by far the most important of our cereal crops. The production and exports of the two former have been given year by

year from 1880 to 1896, inclusive. The production of oats is given in the following table for each year from 1890 to 1896, inclusive, together with the averages for those seven years and the two preceding decades. The crop of 1895 was the largest ever gathered, while that of 1896 was exceeded only by those of 1891 and 1895, the area of 1896 being larger than in any preceding year except 1895.

PRODUCTION OF OATS SINCE 1890.

YEAR.	Total area of crop.	Total produc- tion.	Total value of crop.	Average value per bushel.	Average yield per acre.	Average value per acre.
	Acres.	Bushels.		Cents.	Bushels.	
1890.....	26,481,869	523,621,000	\$222,048,486	42.4	19.8	\$8.40
1891.....	25,581,861	788,894,000	282,312,267	31.5	28.9	9.08
1892.....	27,068,835	661,035,000	209,253,611	31.7	24.4	7.73
1893.....	27,273,088	638,854,850	187,567,092	29.4	23.4	6.88
1894.....	27,028,558	662,036,928	214,816,920	32.4	24.5	7.95
1895.....	27,878,406	824,443,537	163,655,068	19.9	29.6	5.87
1896.....	27,568,965	707,846,404	182,486,033	18.7	25.7	4.81
Average for 10 years from 1870 to 1879.....	11,076,822	314,441,178	\$111,075,228	35.3	28.4	\$10.03
Average for 10 years from 1880 to 1889.....	21,996,376	584,395,839	180,866,412	30.9	26.6	8.22
Average for 7 years from 1890 to 1896.....	126,974,006	679,390,246	194,591,211	28.6	25.2	7.21

Our exports of oats (including oatmeal reduced at the rate of 18 pounds to the bushel) rarely exceed 1 per cent of the total crop, the highest ratio, 2 per cent for the fiscal year 1889-90, having followed a crop of 751,515,000 bushels in 1889, the largest recorded until 1895. The export of oatmeal during the six months ending December, 1896, exceeded that of any entire year since 1886.

NOTES ON FARM PRICES.

CORN.

The price per bushel was unprecedentedly low in 1889, when it fell to 28.3 cents on the average; the 1895 price fell still lower, reaching a minimum for that year of 25.8; the average for 1896 shows a further fall to 21.5 cents, nearly 4 cents below the lowest previous figure on the records of the Department. The more than usual concentration of the production in the great surplus States, where price is always lowest, the enormous total product, immediately following the heavy crop of 1895, both are added to the business depression unfortunately still continuing, and bring the value of the crop to a discouragingly low figure. An increased demand for wheat is not having the desired sustaining effect on the market for its sister cereal.

WHEAT.

Price in 1896, 72.6 cents a bushel, the highest since 1891, when it was 83.9 cents. The rise comes partially from a reduced supply, accompanied

by smaller exports from Argentina, a poor crop in Europe (particularly in Russia, the most important source of supply), and a disastrous deficiency, with widespread famine and famine prices in India. It is feared that the wheat growers of the country will not profit so much by the better price as might have been wished for them; for the continued unfavorable weather conditions prevailing through the season and throughout the country, deteriorating both quality and quantity, finally left many who often have wheat to sell without sufficient for their own needs, and a large number of farmers were compelled to dispose of what surplus they had before the rise came. As usual, it is observable that the wheat price is far more dependent upon foreign supply and demand and less exclusively dependent on domestic supply than that of corn.

OTHER CEREALS.

As in the case of corn, the average price for 1895 was the lowest on the Department's records until 1896 came with a yet lower figure. The general movement of prices since 1889 is seen in the following table, which shows for each grain the ratio of each year's price to the mean of the eight years, that mean being taken as 100:

AVERAGE FARM PRICES OF CEREALS, 1889-1895, AS PERCENTAGES.

	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
Corn.....	79	141	113	109	101	127	71	59
Oats.....	80	143	110	111	103	113	70	63
Barley.....	95	144	120	105	91	96	75	72
Buckwheat.....	89	110	111	102	111	106	86	73
Rye.....	85	118	145	103	96	94	62	77
Wheat.....	106	127	128	96	62	75	77	110

The order in which the grains are placed, that of increasing relative price for 1896, is that, for the eight years generally, of increasing divergence from the corn price, by which most of the others appear to be regulated. Rye is the only minor cereal whose price is nearer to the wheat than the corn scale; and its percentage is in six cases out of eight intermediate. All prices were high in 1890 and 1891, and low in 1895; wheat was the only exception to the prevailing low prices in 1889 and 1896, and high prices in 1892; while high and low percentages for 1893 and 1894 were equally distributed.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE CORN CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	14,780	546,860	\$ 257,024
New Hampshire.....	27,680	1,161,720	522,774
Vermont.....	48,642	1,994,322	737,842
Massachusetts.....	42,920	1,845,560	848,853
Rhode Island.....	8,848	390,832	147,408
Connecticut.....	46,658	1,773,604	744,662
New York.....	528,257	17,892,738	6,790,240
New Jersey.....	282,586	9,335,333	3,367,122
Pennsylvania.....	1,311,875	52,475,000	17,316,750
Delaware.....	224,258	4,933,676	1,233,419
Maryland.....	625,004	19,936,128	6,379,561
Virginia.....	1,770,604	38,067,986	12,181,756
North Carolina.....	2,458,679	29,504,148	10,916,535
South Carolina.....	1,753,486	15,781,374	7,259,432
Georgia.....	2,984,514	32,829,654	14,116,751
Florida.....	489,094	4,860,940	2,576,298
Alabama.....	2,595,606	32,445,075	14,600,284
Mississippi.....	2,072,103	27,073,890	12,308,292
Louisiana.....	1,197,310	15,565,030	7,004,264
Texas.....	3,394,486	32,228,617	13,213,733
Arkansas.....	2,201,767	29,723,854	10,997,826
Tennessee.....	3,123,802	71,893,446	20,130,165
West Virginia.....	722,972	21,689,160	7,374,314
Kentucky.....	2,890,441	80,932,348	29,238,087
Ohio.....	3,016,877	123,691,987	25,975,311
Michigan.....	1,053,735	40,041,830	9,619,063
Indiana.....	3,613,379	133,468,265	25,368,970
Illinois.....	7,026,488	254,372,764	51,223,068
Wisconsin.....	1,051,083	38,890,671	8,555,816
Minnesota.....	1,129,409	34,446,974	6,544,925
Iowa.....	8,219,219	321,719,541	45,040,736
Missouri.....	6,546,987	176,768,649	35,333,730
Kansas.....	8,847,643	247,784,004	38,817,953
Nebraska.....	7,962,657	298,599,688	44,592,121
South Dakota.....	1,197,675	31,136,959	5,604,651
North Dakota.....	27,844	974,540	243,635
Montana.....	1,331	34,606	20,764
Wyoming.....	2,483	62,755	48,418
Colorado.....	178,308	2,852,928	1,027,054
New Mexico.....	24,260	388,160	213,488
Arizona.....	.....	.....	.....
Utah.....	8,650	216,250	110,388
Nevada.....	.....	.....	.....
Idaho.....	6,819	65,452	54,408
Washington.....	13,529	297,638	166,677
Oregon.....	59,529	2,202,573	1,167,364
California.....	.....	.....	.....
Oklahoma.....	.....	.....	.....
Total.....	81,027,156	2,283,875,165	\$ 491,006,967

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE WHEAT CROP OF 1896,

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	7,770	170,940	\$ 143,590
New Hampshire.....	2,447	51,387	51,387
Vermont.....	8,407	905,972	191,564
Massachusetts.....			
Rhode Island.....			
Connecticut.....			
New York.....	386,873	6,349,968	5,587,972
New Jersey.....	101,661	1,565,260	1,384,181
Pennsylvania.....	1,266,949	17,737,236	14,721,947
Delaware.....	97,712	1,758,816	1,530,170
Maryland.....	463,437	7,878,769	6,943,317
Virginia.....	615,582	5,724,913	4,579,930
North Carolina.....	633,140	4,621,923	3,836,156
South Carolina.....	140,868	967,902	862,533
Georgia.....	212,494	1,699,872	1,512,836
Florida.....			
Alabama.....	49,273	394,184	325,056
Mississippi.....	4,403	37,927	31,160
Louisiana.....			
Texas.....	387,112	4,529,210	3,396,908
Arkansas.....	157,560	1,260,720	895,111
Tennessee.....	779,819	6,638,463	4,965,062
West Virginia.....	368,886	4,066,511	3,164,079
Kentucky.....	801,988	6,976,961	5,802,414
Ohio.....	2,423,224	21,800,016	17,004,012
Michigan.....	1,228,117	15,719,898	13,204,714
Indiana.....	2,294,160	20,647,440	16,517,932
Illinois.....	1,950,314	28,668,146	21,214,426
Wisconsin.....	669,094	8,896,260	6,229,265
Minnesota.....	3,281,624	46,599,061	31,632,361
Iowa.....	717,072	11,478,152	7,113,354
Missouri.....	1,418,881	16,594,478	11,616,131
Kansas.....	2,906,187	30,794,452	19,400,505
Nebraska.....	1,885,043	19,390,902	11,346,549
South Dakota.....	2,463,808	27,583,460	17,101,739
North Dakota.....	2,529,534	29,845,501	19,103,041
Montana.....	45,443	1,204,240	794,708
Wyoming.....	9,148	224,126	133,068
Colorado.....	159,839	2,797,193	1,706,281
New Mexico.....	88,967	818,097	539,944
Arizona.....	14,500	333,500	264,900
Utah.....	105,802	2,808,753	1,866,523
Nevada.....	6,001	180,080	124,221
Idaho.....	98,127	2,404,119	1,562,672
Washington.....	464,844	8,258,192	6,186,983
Oregon.....	603,773	10,247,141	7,877,948
California.....	3,083,849	45,097,195	37,480,672
Oklahoma.....	200,135	2,601,756	1,769,128
Total.....	34,618,646	427,634,346	\$310,603,539

Winter Wheat, 267,931,004 bushels; Spring Wheat, 159,750,342 bushels.

States marked § are Spring Wheat States; States marked ‡ are Winter Wheat States.

The States are thus allotted by the Department of Agriculture, as the variety grown predominates in the ratio of three to one or over, except in the case of Utah, where the proportion does not quite reach three to one. In the States not designated the proportion is about equal.

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE OAT CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	146,747	5,869,880	\$ 1,819,668
New Hampshire.....	30,541	1,160,558	406,196
Vermont.....	116,452	4,716,306	1,462,055
Massachusetts.....	15,274	549,864	199,459
Rhode Island.....	3,765	122,950	35,014
Connecticut.....	22,104	641,018	199,715
New York.....	1,512,608	49,916,064	12,973,177
New Jersey.....	106,465	3,620,490	1,013,737
Pennsylvania.....	1,164,091	36,086,821	8,660,837
Delaware.....	18,899	548,071	115,095
Maryland.....	85,008	2,040,192	489,244
Virginia.....	459,043	8,402,296	2,207,997
North Carolina.....	481,438	5,777,256	2,022,040
South Carolina.....	268,618	2,954,793	1,418,308
Georgia.....	423,774	5,085,283	2,084,963
Florida.....	45,811	549,733	291,358
Alabama.....	318,205	4,454,870	1,526,497
Mississippi.....	123,021	1,509,273	703,680
Louisiana.....	84,545	345,450	117,453
Texas.....	633,443	12,668,800	4,307,412
Arkansas.....	317,216	5,075,466	1,573,391
Tennessee.....	436,692	7,205,418	1,573,409
West Virginia.....	160,323	3,847,872	1,077,404
Kentucky.....	500,761	10,515,381	2,523,835
Ohio.....	1,050,119	32,553,689	5,534,127
Michigan.....	1,002,643	30,079,260	5,715,059
Indiana.....	1,187,353	34,438,237	5,509,318
Illinois.....	3,020,784	84,581,932	12,687,293
Wisconsin.....	1,864,505	65,257,675	11,093,805
Minnesota.....	1,720,193	56,766,336	8,514,950
Iowa.....	3,841,523	105,641,835	12,677,023
Missouri.....	1,102,805	19,850,490	3,374,583
Kansas.....	1,631,443	23,808,759	3,750,189
Nebraska.....	1,794,349	34,092,631	3,750,189
South Dakota.....	652,093	17,957,445	2,334,468
North Dakota.....	510,864	11,238,788	2,022,982
Montana.....	64,910	3,050,770	645,739
Wyoming.....	13,041	417,313	221,175
Colorado.....	92,883	2,600,724	780,217
New Mexico.....	8,191	221,157	88,463
Utah.....	35,214	958,133	373,671
Idaho.....	31,004	1,302,168	390,650
Washington.....	88,827	8,017,773	1,207,109
Oregon.....	183,539	3,854,319	1,271,925
California.....	58,941	1,827,171	805,955
Oklahoma.....	.....	.....	.....
Total.....	27,565,985	707,846,404	\$182,485,033

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE BARLEY CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	12,355	378,063	\$ 162,567
New Hampshire.....	5,355	156,316	82,647
Vermont.....	18,295	608,735	247,581
Massachusetts.....	1,839	55,170	31,399
Rhode Island.....	881	11,049	6,639
New York.....	212,714	4,984,965	1,924,636
Pennsylvania.....	10,251	176,317	70,527
Texas.....	2,360	28,320	14,160
Tennessee.....	1,993	27,902	12,556
Kentucky.....	1,944	27,291	10,916
Ohio.....	27,197	549,579	208,764
Michigan.....	57,565	1,283,700	539,154
Indiana.....	5,449	110,615	36,668
Illinois.....	17,292	408,820	157,044
Wisconsin.....	326,425	8,944,045	2,414,893
Minnesota.....	416,567	11,330,560	2,366,070
Iowa.....	389,607	10,246,664	2,151,789
Missouri.....	799	13,983	3,496
Kansas.....	18,839	86,659	19,065
Nebraska.....	45,617	907,778	172,478
South Dakota.....	116,098	3,306,736	626,690
North Dakota.....	235,520	8,791,872	796,398
Montana.....	5,701	142,525	78,839
Colorado.....	12,861	257,220	118,321
New Mexico.....	1,241	23,579	15,336
Arizona.....	.....	.....	.....
Utah.....	6,366	172,519	79,459
Nevada.....	.....	.....	.....
Idaho.....	10,606	163,272	35,700
Washington.....	40,094	1,042,444	416,978
Oregon.....	30,966	674,841	363,673
California.....	918,334	19,837,064	9,521,806
Total.....	2,960,539	69,695,223	\$22,491,341

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE RYE CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	983	17,874	\$11,976
New Hampshire.....	1,013	19,855	14,296
Vermont.....	3,238	60,227	39,148
Massachusetts.....	9,429	218,483	152,947
Connecticut.....	14,834	228,444	180,213
New York.....	248,906	3,487,856	1,534,657
New Jersey.....	67,592	862,770	488,402
Pennsylvania.....	281,854	4,509,664	2,119,542
Maryland.....	29,485	270,802	129,985
Virginia.....	41,981	419,810	201,509
North Carolina.....	51,148	383,610	272,383
South Carolina.....	4,148	19,910	17,323
Georgia.....	17,154	121,822	128,040
Alabama.....	2,019	16,152	14,214
Texas.....	8,861	27,027	18,108
Arkansas.....	2,294	22,940	16,058
Tennessee.....	17,064	168,676	92,146
West Virginia.....	14,505	158,753	86,102
Kentucky.....	29,453	323,983	174,951
Ohio.....	51,920	498,432	194,388
Michigan.....	128,906	1,139,935	364,779
Indiana.....	57,679	611,397	220,103
Illinois.....	100,675	1,540,328	523,712
Wisconsin.....	261,398	3,816,323	1,259,337
Minnesota.....	66,887	1,043,437	313,081
Iowa.....	89,013	1,400,328	406,068
Missouri.....	16,752	204,374	96,056
Kansas.....	115,356	807,492	282,623
Nebraska.....	62,478	1,035,844	282,286
South Dakota.....	2,622	30,415	8,212
North Dakota.....	1,772	21,264	4,678
Colorado.....	2,779	65,306	40,490
Utah.....	3,953	79,060	31,624
Washington.....	2,415	36,225	18,112
Oregon.....	5,823	71,419	42,847
California.....	88,556	559,062	335,437
Total.....	1,831,201	24,869,047	9,960,769

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE BUCKWHEAT CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine.....	24,781	1,046,121	\$397,536
New Hampshire.....	2,961	80,562	50,754
Vermont.....	11,835	357,808	143,121
Massachusetts.....	2,498	45,713	24,228
Connecticut.....	8,798	53,982	27,805
New York.....	265,572	4,992,754	1,947,819
New Jersey.....	12,430	267,301	100,847
Pennsylvania.....	252,556	4,869,219	1,660,308
Delaware.....	828	6,560	1,968
Maryland.....	7,667	174,041	65,280
Virginia.....	4,755	85,662	40,261
North Carolina.....	1,552	31,040	18,624
Tennessee.....	1,812	31,488	19,523
West Virginia.....	15,056	298,532	146,796
Ohio.....	12,105	227,574	97,857
Michigan.....	86,954	565,396	214,580
Indiana.....	5,996	143,904	73,391
Illinois.....	5,926	81,779	36,801
Wisconsin.....	48,955	593,398	226,489
Minnesota.....	17,903	189,772	77,807
Iowa.....	15,590	252,556	116,177
Missouri.....	2,770	60,396	42,370
Nebraska.....	6,184	131,080	65,540
Oregon.....	250	5,250	1,579
California.....	690	12,903	5,632
Total.....	754,896	14,089,758	5,532,339

STATEMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE POTATO CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bushels.	Value.
Maine	49,140	8,108,100	\$ 3,081,078
New Hampshire	20,588	2,228,504	1,045,047
Vermont	27,387	3,499,136	1,014,749
Massachusetts	26,851	2,900,232	1,653,132
Rhode Island	6,513	684,390	369,571
Connecticut	21,247	2,580,782	1,187,100
New York	385,999	34,253,911	10,649,712
New Jersey	46,005	4,324,470	1,556,909
Pennsylvania	194,822	21,181,098	5,718,896
Delaware	5,096	396,708	138,848
Maryland	23,936	2,154,240	646,272
Virginia	83,618	3,591,474	1,221,101
North Carolina	18,309	1,446,411	621,967
South Carolina	4,460	231,920	153,067
Georgia	5,524	803,820	227,965
Florida	1,303	96,100	82,404
Alabama	6,859	438,978	329,232
Mississippi	5,896	412,020	255,452
Louisiana	9,301	511,555	393,733
Texas	12,904	671,008	523,386
Arkansas	24,386	1,468,274	778,185
Tennessee	84,354	2,130,258	852,108
West Virginia	88,294	3,613,342	1,104,016
Kentucky	46,353	3,940,005	1,300,202
Ohio	195,585	17,405,285	4,526,374
Michigan	206,381	18,337,428	3,484,130
Indiana	104,184	8,355,640	2,213,910
Illinois	178,204	16,800,788	4,368,905
Wisconsin	161,748	12,616,341	2,397,105
Minnesota	119,965	10,076,220	2,116,006
Iowa	213,410	20,060,541	4,413,319
Missouri	100,739	7,857,642	2,435,869
Kansas	106,202	7,465,838	2,015,903
Nebraska	126,478	11,333,090	2,945,755
South Dakota	63,004	6,048,384	1,209,677
North Dakota	32,453	3,310,206	693,143
Montana	4,932	541,940	269,899
Wyoming	2,758	460,586	198,062
Colorado	33,345	2,946,360	1,337,789
New Mexico	742	53,424	36,328
Arizona .....	.....	.....	.....
Utah	5,572	888,660	276,371
Nevada	1,349	258,310	97,396
Idaho	3,888	629,356	183,937
Washington	14,250	1,781,250	712,500
Oregon	14,935	1,299,345	566,745
California	32,158	1,772,640	989,499
Total	2,767,466	252,234,540	\$72,182,380

**STATEMENT SHOWING THE PRODUCT, AREA AND VALUE
OF THE HAY CROP OF 1896.**

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Tons.	Value.
Maine.....	939,192	939,192	\$ 9,626,718
New Hampshire.....	590,527	590,527	7,313,587
Vermont.....	843,531	1,054,739	10,543,531
Massachusetts.....	673,731	734,376	12,043,766
Rhode Island.....	72,350	79,555	1,321,111
Connecticut.....	456,973	488,961	7,192,616
New York.....	4,239,788	3,434,323	41,345,105
New Jersey.....	596,854	455,807	6,540,539
Pennsylvania.....	2,559,270	2,712,605	32,980,581
Delaware.....	50,942	56,036	728,468
Maryland.....	314,134	273,297	3,288,569
Virginia.....	589,520	636,653	6,500,322
North Carolina.....	140,965	177,616	1,909,572
South Carolina.....	143,386	180,903	2,161,022
Georgia.....	137,489	159,735	2,096,572
Florida.....	6,719	9,407	122,591
Alabama.....	65,989	92,335	905,573
Mississippi.....	61,656	53,248	787,413
Louisiana.....	24,721	46,470	410,968
Texas.....	324,622	324,622	2,337,275
Arkansas.....	159,010	137,632	1,414,745
Tennessee.....	352,719	493,807	4,775,114
West Virginia.....	484,731	591,336	5,789,767
Kentucky.....	986,399	462,479	4,473,051
Ohio.....	1,749,451	2,264,303	17,420,162
Michigan.....	1,230,061	1,542,871	13,083,846
Indiana.....	1,645,101	2,138,631	15,325,471
Illinois.....	2,058,647	2,840,933	18,153,562
Wisconsin.....	1,432,404	1,790,705	11,617,333
Minnesota.....	1,604,526	2,818,656	10,663,577
Iowa.....	4,612,583	5,025,384	32,023,317
Missouri.....	2,306,474	3,283,901	15,396,275
Kansas.....	3,473,167	4,391,697	13,516,122
Nebraska.....	1,907,535	3,250,006	7,350,015
South Dakota.....	2,096,844	3,683,320	7,371,866
North Dakota.....	441,694	727,602	2,467,229
Montana.....	345,584	470,946	3,271,573
Wyoming.....	226,003	353,846	2,611,846
Colorado.....	761,794	1,675,925	10,424,254
New Mexico.....	36,513	109,543	624,466
Arizona.....	.....	103,501	905,624
Utah.....	181,371	489,703	2,468,510
Nevada.....	.....	367,909	1,773,321
Idaho.....	188,139	529,161	2,365,178
Washington.....	252,025	529,449	4,047,983
Oregon.....	622,392	1,232,336	8,135,416
California.....	1,732,406	2,858,140	18,149,159
Total.....	43,083,134	59,292,158	396,145,614

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

Crop of	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush
1870.....	235,884,700	1,094,255,000	247,277,400	5,473,600	26,295,400
1871.....	250,792,400	991,898,000	255,743,000	15,385,500	29,718,500
1872.....	249,067,100	1,092,712,000	271,747,000	14,888,600	26,846,400
1873.....	281,254,700	932,274,000	270,840,000	15,142,000	32,044,496
1874.....	309,102,700	859,145,500	240,389,000	14,960,900	32,552,601
1875.....	292,136,000	1,321,069,000	354,817,500	17,722,100	36,905,600
1876.....	289,856,500	1,283,827,500	320,584,000	20,374,800	33,710,500
1877.....	364,194,148	1,342,558,000	406,394,000	21,170,100	34,441,400
1878.....	420,122,400	1,338,218,750	413,575,580	25,842,790	42,245,650
1879.....	448,756,630	1,647,991,700	363,761,320	23,639,480	40,283,106
1880.....	496,549,869	1,117,434,543	417,585,880	24,540,829	45,165,340
1881.....	383,290,090	1,194,916,000	416,481,000	20,704,951	41,161,330
1882.....	501,185,470	1,617,025,100	488,250,610	29,060,037	43,833,326
1883.....	421,066,160	1,551,066,895	571,802,400	28,058,583	50,136,097
1884.....	512,763,900	1,795,528,432	553,623,000	28,637,594	41,206,652
1885.....	357,112,000	1,964,176,000	699,409,000	21,756,000	53,569,000
1886.....	457,218,000	1,663,441,000	624,134,000	24,489,000	59,428,000
1887.....	456,329,000	1,456,161,000	659,618,000	20,891,000	56,812,000
1888.....	414,883,000	1,937,790,000	701,735,000	28,415,000	63,884,000
1889.....	490,560,000	2,112,832,000	751,515,000	28,500,000	66,000,000
1890.....	399,262,000	1,489,970,000	523,821,000	29,000,000	58,800,000
1891.....	611,730,000	2,060,154,000	738,394,000	36,000,000	77,400,000
1892.....	515,949,000	1,328,464,000	661,035,000	.....	.....
1893.....	396,131,735	1,619,496,131	638,854,850	26,553,446	60,868,485
1894.....	460,267,416	1,212,770,052	662,036,928	26,797,615	61,400,465
1895.....	467,102,947	2,151,138,580	824,443,537	27,210,070	87,072,744
1896.....	427,684,346	2,283,676,165	707,346,404	24,369,047	69,696,223

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.

YEAR.	WINTER WHEAT.			SPRING WHEAT.			Total Crop. bushels.	Total Acreage.
	Acreage.	Yield, bus.	Average per Acre.	Acreage.	Yield, bus.	Average per Acre.		
1884	28,345,708	356,290,000	12.6	11,130,177	156,475,000	14.0	512,765,000	39,485,885
1885	22,146,563	211,845,000	9.6	12,040,703	145,267,000	12.1	367,112,000	34,186,248
1886	24,534,579	302,412,000	12.3	12,271,605	154,806,000	12.6	457,218,000	36,846,184
1887	24,223,201	292,867,000	12.1	13,418,562	163,462,000	12.2	456,329,000	37,641,783
1888	23,953,800	277,952,000	11.6	13,392,338	187,916,000	10.3	415,868,000	37,336,138
1889	25,384,702	332,243,000	13.1	12,739,157	158,317,000	12.4	490,560,000	34,123,959
1890	23,520,104	265,374,000	10.9	12,587,050	143,888,000	11.4	399,262,000	36,087,154
1891	26,581,283	329,485,000	14.8	13,336,613	219,285,000	16.4	611,780,000	39,916,897
1892	25,668,076	369,191,000	13.8	12,866,354	166,768,000	12.9	515,959,000	36,564,430
1893	22,668,539	276,488,809	12.0	11,760,579	120,042,916	10.3	396,131,725	34,029,418
1894	23,806,500	326,386,840	14.0	11,575,936	133,868,576	11.6	460,257,416	34,882,486
1895	22,606,322	261,242,134	11.6	11,438,010	205,860,813	18.0	467,102,947	34,047,332
1896	22,783,718	267,934,004	11.8	11,824,928	159,750,342	13.5	427,684,346	34,018,646

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

THE CITY OF ST. LOUIS.

207

YEARS.	All Wheat		WINTER WHEAT.				SPRING WHEAT.				CORN.			OATS.			
	September.	April.	May.	June.	July.	September.	June.	July.	August.	September.	October.	June.	July.	August.	September.		
1891.....	82	80	100	74	86	86	86	82	82	89	85	80	80	80	80	78	
1892.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1893.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1894.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1895.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1896.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1897.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1898.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1899.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1900.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1901.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1902.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1903.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1904.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1905.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	
1906.....	81	80	100	72	86	86	86	82	82	89	85	80	80	80	80	78	

THE WHEAT CROP OF THE WORLD.

Compiled by United States Department of Agriculture, August 7th, 1896.

The following is an estimate of the world's wheat crop, by countries, for the year 1895, as compared with the preceding four years, exclusive of countries for which neither official returns nor commercial estimates are to be had, such as China, Morocco, Ceylon, etc. Wherever available, official figures, either preliminary or final, have been used. It is unfortunate that in some important wheat-growing countries official returns of wheat production are not made. In such cases commercial estimates have been used.

In the countries of the Southern Hemisphere the wheat harvest takes place from November to February, and the estimate given for these countries are for the twelve months ending October 31 of the year indicated at the head of each column. The unit of measure used is the Winchester bushel, which has a capacity of 2,150.42 cubic inches. Where the original quantities are stated by weight they have been reduced to bushels on the somewhat arbitrary standard of 60 pounds of wheat to the bushel.

An analysis of the table reveals the fact that the total world's product increased from 2,432,322,000 bushels in 1891 to 2,672,341,000 bushels in 1894, falling to 2,552,677,000 bushels in 1895.

Five countries—Montenegro, Central Siberia and Central Asia, Western Siberia, Transcaucasia and Finland—have not heretofore appeared in tabulated statements:

Country.	1891.	1892.	1893.	1894.	1895.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
United States.....	611,780,000	515,949,000	396,132,000	460,267,000	467,103,000
Ontario	33,611,000	29,690,000	22,416,000	20,507,000	18,153,000
Manitoba	23,923,000	14,909,000	16,108,000	17,714,000	32,777,000
Rest of Canada.....	5,101,000	5,102,000	4,126,000	6,362,000	6,500,000
Total Canada.....	62,635,000	49,701,000	42,650,000	44,583,000	57,460,000
Mexico	15,000,000	14,000,000	15,000,000	18,000,000	14,000,000
Total North America.....	639,415,000	579,650,000	453,782,000	522,850,000	538,563,000
Argentina	32,000,000	36,000,000	57,000,000	90,000,000	60,000,000
Uruguay	2,805,000	3,292,000	5,703,000	8,915,000	10,000,000
Chile	18,000,000	16,500,000	19,000,000	16,000,000	15,000,000
Total South America.....	52,805,000	55,792,000	81,708,000	104,915,000	85,000,000
Austria.....	41,074,000	50,174,000	43,660,000	48,190,000	41,300,000
Hungary.....	133,394,000	142,658,000	158,425,000	141,858,000	146,000,000
Croatia-Slavonia	6,567,000	7,071,000	8,323,000	8,786,000	6,200,000
Bosnia-Herzegovina	1,800,000	2,000,000	2,000,000	2,000,000	2,000,000
Total Austria-Hungary..	188,765,000	201,803,000	212,308,000	200,834,000	195,400,000
Montenegro.....	220,000	250,000	250,000	250,000	220,000
Servia.....	8,000,000	10,000,000	8,651,000	7,500,000	9,400,000
Roumania.....	48,491,000	63,943,000	60,115,000	43,537,000	68,503,000
Turkey in Europe.....	29,500,000	20,000,000	20,000,000	20,000,000	21,500,000
Bulgaria.....	40,905,000	40,441,000	35,937,000	30,000,000	37,000,000
Greece.....	5,675,000	4,500,000	6,500,000	5,500,000	4,000,000
Italy.....	141,466,000	115,685,000	135,237,000	121,535,000	106,151,000
Spain.....	71,349,000	82,238,000	93,434,000	105,600,000	92,000,000

THE WHEAT CROP OF THE WORLD.—CONTINUED.

Country.	1891.	1892.	1893.	1894.	1895.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
Portugal.....	7,000,000	6,000,000	5,500,000	9,000,000	7,000,000
France.....	219,251,000	310,886,000	277,509,000	847,537,000	839,122,000
Switzerland.....	2,500,000	4,000,000	3,800,000	4,500,000	5,000,000
Germany.....	85,750,000	116,215,000	110,040,000	110,681,000	110,000,000
Belgium.....	16,500,000	19,500,000	17,800,000	19,800,000	18,000,000
Netherlands.....	8,504,000	5,350,000	4,971,000	4,846,000	5,000,000
Great Britain.....	74,401,000	80,407,000	50,800,000	61,038,000	89,848,000
Ireland.....	2,615,000	2,214,000	1,666,000	1,532,000	1,109,000
Total United Kingdom...	77,016,000	82,621,000	52,466,000	62,570,000	89,457,000
Denmark.....	4,686,000	4,964,000	4,601,000	4,162,000	4,500,000
Sweden.....	4,341,000	4,845,000	3,993,000	4,467,000	3,798,000
Norway.....	250,000	250,000	275,000	275,000	260,000
Russia (50 governments)...	168,787,000	241,611,000	371,851,000	839,667,000	292,271,000
Poland (10 governments)...	12,683,000	24,444,000	21,608,000	16,749,000	17,337,000
North Caucasus (3 gov'ts)...	72,000,000	71,012,000	69,807,000	61,679,000	67,127,000
Finland.....	128,000	113,000	103,000	130,000	100,000
Total Russia in Europe...	263,576,000	337,570,000	461,861,000	418,225,000	376,835,000
Total Europe.....	1,201,732,000	1,410,588,000	1,514,298,000	1,521,029,000	1,443,238,000
Transcaucasia (7 gov'ts)...	46,747,000	47,000,000	47,000,000	47,000,000	47,000,000
Western Siberia (2 gov'ts)...	10,000,000	15,000,000	19,997,000	30,608,000	26,020,000
Central Siberia and Central Asia (6 governments)...	8,000,000	10,000,000	10,000,000	10,000,000	10,479,000
Total Russia in Asia.....	64,747,000	72,000,000	76,997,000	87,608,000	83,499,000
British India.....	256,704,000	206,640,000	268,589,000	252,784,000	234,379,000
Asiatic Turkey.....	45,000,000	44,000,000	49,000,000	45,000,000	46,000,000
Persia.....	20,630,000	18,567,000	20,000,000	22,000,000	22,000,000
Japan.....	18,277,000	15,741,000	16,848,000	16,000,000	16,500,000
Cyprus.....	2,000,000	2,000,000	2,000,000	2,000,000	2,200,000
Total Asia.....	407,858,000	356,948,000	432,334,000	425,892,000	404,578,000
Egypt.....	11,140,000	8,252,000	10,000,000	12,000,000	14,000,000
Tunis.....	7,000,000	8,000,000	4,000,000	10,700,000	7,500,000
Algeria.....	26,184,000	19,979,000	20,274,000	28,900,000	24,800,000
Cape Colony.....	2,813,000	3,500,000	4,014,000	3,195,000	2,542,000
Total Africa.....	47,137,000	39,731,000	38,288,000	54,795,000	48,842,000
New South Wales.....	3,764,000	4,039,000	7,083,000	6,708,000	7,263,000
Victoria.....	13,153,000	14,110,000	15,259,000	16,736,000	11,807,000
South Australia.....	9,696,000	6,689,000	9,591,000	14,047,000	9,027,000
Western Australia.....	430,000	806,000	443,000	537,000	176,000
Tasmania.....	663,000	967,000	1,051,000	860,000	839,000
New Zealand.....	5,904,000	10,581,000	8,642,000	5,046,000	3,727,000
Queensland.....	215,000	403,000	477,000	426,000	562,000
Total Australasia.....	33,875,000	37,096,000	42,458,000	48,860,000	32,461,000

RECAPITULATION BY CONTINENTS.

	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
North America.....	689,415,000	579,630,000	453,732,000	522,850,000	536,563,000
South America.....	52,905,000	55,792,000	81,703,000	104,915,000	95,000,000
Europe.....	1,201,732,000	1,410,588,000	1,514,298,000	1,521,029,000	1,443,238,000
Asia.....	407,858,000	356,948,000	432,334,000	425,892,000	404,578,000
Africa.....	47,137,000	39,731,000	38,288,000	54,795,000	48,842,000
Australasia.....	33,875,000	37,096,000	42,458,000	48,860,000	32,461,000
Grand Total.....	2,433,222,000	2,431,805,000	2,563,913,000	2,672,841,000	2,552,677,000

PACKING AND PROVISIONS.

PORK PRODUCTS.

There was a slight falling off in the volume of business in packing house products during the past year as shown by the following table:

	1893.	1894.	1895.	1896.
Received, pounds.....	209,990,945	230,087,161	215,196,650	196,481,650
Shipped, pounds	285,323,741	345,491,499	337,911,899	300,363,737
Totals, pounds	495,314,685	575,578,659	553,110,549	496,844,877

Nevertheless, the business of our local dealers and packers was fairly satisfactory, and the product of St. Louis curers retained its prominence in domestic consumptive markets, and commanded the highest prices.

The packing of the season of 1895-96 showed a slight increase, being 387,697 head, as against 373,165 for the season of 1894-95. The packing for the twelve months ending March 1st, 1895, was 837,377 hogs.

The relative positions of the principal packing points is shown by the following statement of the number of hogs packed the past four years, as reported by the Cincinnati *Price Current*:

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city still holds fourth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years:

	1895-96.	1894-95.	1893-94.	1892-93.
Chicago	5,490,410	5,293,202	4,219,567	4,352,095
Kansas City	2,104,213	2,105,833	1,473,323	1,606,145
Omaha	1,002,800	1,550,831	1,023,281	1,124,733
St. Louis	837,377	869,458	578,873	590,634
Indianapolis	675,840	683,256	510,813	539,198
Milwaukee & Cudahy	717,314	702,877	345,896	357,977
Sioux City	190,000	326,820	200,900	313,973
Cincinnati	559,780	536,790	353,618	456,336
St. Paul	348,035	380,404	229,278	218,363
Cedar Rapids	347,904	353,808	313,141	299,945
Cleveland	483,762	453,108	406,124	449,061
Louisville	233,162	262,273	217,947	212,264
Ottumwa	339,053	326,400	225,000	254,244
Nebraska City	125,590	223,576	179,183	131,933
St. Joseph	215,500	417,291	261,500	266,000
Fifteen places	13,630,230	14,562,917	10,568,533	11,732,640
All other	1,390,405	1,440,728	1,083,433	1,194,990
Aggregate	15,010,635	16,003,645	11,651,966	12,927,630

DRESSED BEEF.

By PHILIP H. HALE, Publisher National Live Stock Reporter.

The arrivals of Cattle at the St. Louis market in 1896 were the largest on record, and it was due to the increased importance of the dressed beef trade. The year 1896 exhibits an increased killing of 89,924 cattle and 18,007 calves. The increased slaughter of cattle in the dressed beef trade was 19 per cent. and the killing of calves increased 44 per cent. this being the gain over the previous year. All four houses engaged in this trade show regular and continued increase since establishment. The total slaughter of 1896 was 540,280 cattle and 58,330 calves, against 450,306 cattle and 40,323 calves in 1895, and 355,677 cattle and 32,609 calves in 1894. The shipments of the year in the aggregate were 248,746,200 pounds against 238,966,600 pounds in 1895 and 196,059,375 pounds in 1894. This business has not reached the limit of possibility. The output of St. Louis is increasing, and the amount of dressed beef from other cities is rapidly decreasing. In 1894 receipts of dressed beef from the Northern and Western points were 64,612,340 pounds; in 1895 the receipts were reduced to 42,895,270 pounds, and receipts in the year 1896 were only 17,847,900 pounds. The increased output of St. Louis was 10,000,000 pounds, and the increased home consumption of St. Louis dressed beef was 25,000,000 pounds.

CATTLE AND CALVES SLAUGHTERED AT ST. LOUIS BY DRESSED BEEF HOUSES.

Year.	Cattle, head.	Calves, head.
1896.....	540,280	58,330
1895.....	450,306	40,323
1894.....	355,677	32,609
1893.....	274,579	29,672
1892.....	180,790	8,531
1891.....	138,153	2,862
1890.....	131,184	2,735
1889.....	56,684	1,899

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1895.	1896.
By Chicago & Alton (Mo. Div.) R. R.....	28,678,500	8,806,100
By Missouri Pacific R. R.....	10,224,700	10,782,900
By Wabash (West) R. R.....	477,000	1,471,400
By Chicago & Alton (Main Line) R. R.....	997,900	1,014,900
By St. Louis, Vandalia & Terre Haute R. R....	50,000	.....
By St. Louis, Keokuk & Northwestern R. R....	2,467,370	321,000
By Wabash (East) R. R.....	.....	451,600
Total pounds	42,895,470	17,847,900

SHIPMENT OF DRESSED BEEF IN POUNDS.

Chicago & Alton R. R., (Mo. Div.).....	.....	.....
Missouri Pacific R. R.....	20,400	31,600
St. Louis & San Francisco R. R.....	92,100	40,200
St. Louis Southwestern R. R.....	55,600	5,600
St. Louis, Iron Mountain & Southern R. R.....	2,292,300	2,012,900
Illinois Central R. R.....	11,500	222,600
Louisville & Nashville R. R.....	1,682,600	3,581,000
Louisville, Evansville & St. Louis R. R.....	81,100	136,300
Baltimore & Ohio Southwestern R. R.....	43,775,100	26,165,400
Chicago & Alton R. R.....	67,000	95,052,900
Cleveland, Cincinnati, Chicago & St. Louis R. R.	61,581,400	23,034,700
Vandalia & Terre Haute R. R.....	45,429,800	38,987,300
Wabash R. R. (East)	79,193,700	59,195,900
Toledo, St. Louis & Kansas City R. R.....	4,547,700	45,300
Chicago, Peoria & St. Louis R. R....	50,000	.....
St. Louis, Keokuk & Northwestern R. R.....	30,900	.....
Missouri, Kansas & Texas R. R.....	.....	142,700
River.....	55,400	92,000
Total pounds	238,968,600	248,746,200

Shipments of Canned Beef in 1896 were 5,299,940 pounds.

RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1896 AND COMPARISONS WITH PREVIOUS YEARS.

BY	RECEIPTS.				SHIPMENTS.			
	Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.	Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
Chicago & Alton R. R. Missouri Div.		222,200	3,932,200	537,900		368,700	243,400	58,000
Missouri Pacific R. R.	1,140	2,166,000	54,820,500	6,435,300		143,330	2,034,240	2,063,300
St. Louis & San Francisco R. R.		1,896,200	3,003,600	1,767,700		228,800	96,100	2,503,700
Wabash R. R. (West).	310	3,536,500	23,419,700	9,011,600		258,300		283,600
St. Louis, Kan. City & Colo. R. R.		1,243,400	2,635,500	606,900	1	375,000	713,300	256,500
Missouri, Kansas & Texas R. R.					54	646,640	3,225,700	844,250
St. Louis Southern R. R.		26,900	93,700	120,300	1,180	1,496,370	47,119,550	6,626,550
St. Louis Iron Mountain & Southern R. R.			62,900	20,400	1,911	1,040,600	20,720,900	10,374,100
Illinois Central R. R.		1,900	5,900	42,800	3,862	993,900	13,492,050	7,652,100
Louisville & Nashville R. R.			400	12,700	2,311	1,316,600	46,308,900	7,556,800
Mobile & Ohio R. R.				22,500	9	336,800	8,674,260	4,738,100
Louisville, Evansville & St. Louis R. R.			25,000	7,500	100	3,088,300	1,684,500	3,441,100
Baltimore & Ohio S. W. R. R.	175	107,300	5,722,600	1,600	47	5,088,500	1,112,000	8,680,200
Chicago & Alton R. R.	290		100,000	78,000	111	3,061,300	1,318,900	2,983,200
Cleveland, Cin., Chicago & St. L. R. R.	25	58,900	413,400	11,700		4,411,700	645,900	1,901,400
Vandalia & Terre Haute R. R.	1,890		15,642,500		2,205	12,238,200	6,888,900	13,976,380
Wabash R. R. (East).					9	5,422,000	13,670,800	2,381,300
Toledo, St. Louis & Kansas City R. R.		50,000	1,880,300	5,500		200	146,900	938,900
Chicago, Peoria & St. Louis R. R.			12,325,000	2,683,000		290	800,000	72,700
Chic., Burl. & Quincy R. R.		2,344,500	36,060,500	8,268,400		25,000	211,400	15,200
St. Louis, Keokuk & Northwestern R. R.	335				6	3,300	73,800	30,000
St. Louis, Chicago & St. Paul R. R.						7,600	2,100	6,700
St. Louis & Eastern R. R.		5,000	68,500	1,400	36	31,800	115,800	70,600
Upper Mississippi River.		1,000	2,500	17,200	5,225	245,980	2,333,450	9,219,887
Lower		4,000	35,500	7,700	17	8,700	14,470	4,100
Illinois			3,000		2	10,300	3,250	4,970
Missouri					16	20,300	246,800	210,100
Ohio, Cumberland & Tenn. Rivers.								
Total 1896	4,235	11,614,300	160,356,100	33,707,600	17,492	40,766,230	171,407,470	84,876,547
" 1895	2,965	14,270,300	178,425,900	38,983,100	15,186	33,714,052	298,100,011	94,731,096
" 1894	3,664	10,649,000	190,864,000	37,678,000	16,668	29,432,696	252,968,251	90,088,732
" 1893	3,518	8,137,500	177,745,680	33,488,285	10,638	21,021,652	190,566,466	71,675,933
" 1892	10,270	11,949,870	226,854,924	24,688,352	20,368	36,728,107	246,099,713	83,715,571
" 1891	3,668	12,464,015	243,183,375	37,417,585	36,831	80,396,345	242,878,149	90,393,038
" 1890	5,628	12,676,404	256,083,419	32,463,502	40,969	83,086,433	361,377,241	77,576,403
" 1889	2,679	8,018,995	181,898,768	24,689,848	39,447	50,033,694	204,788,266	80,878,808
" 1888	6,431	8,947,763	124,641,079	15,187,970	24,901	31,692,974	141,768,268	78,164,331

RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

RECEIPTS FOR TWENTY-NINE YEARS.				SHIPMENTS FOR TWENTY-NINE YEARS.			
Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.	Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.
1896	4,235	171,969,400	23,707,600	1896	17,492	212,163,700	84,875,547
1895	2,965	187,696,200	26,939,100	1895	15,156	241,814,093	94,731,066
1894	36,640	201,513,000	27,878,000	1894	15,668	252,425,847	90,068,732
1893	3,516	185,886,620	23,436,285	1893	10,683	211,618,018	71,675,583
1892	10,220	237,703,808	24,606,352	1892	20,369	292,827,819	82,713,571
1891	3,558	254,647,838	37,417,835	1891	26,521	273,174,494	80,382,032
1890	3,528	269,769,823	32,463,302	1890	40,989	294,392,724	77,575,403
1889	2,679	189,601,764	24,869,848	1889	29,447	298,336,860	80,578,803
1888	6,431	133,588,847	15,187,970	1888	24,901	163,352,336	78,154,901
1887	5,273	94,579,080	18,936,881	1887	38,281	143,934,139	69,406,452
1886	6,967	67,353,334	11,924,131	1886	46,816	117,302,729	48,710,130
1885	6,632	81,454,040	8,906,586	1885	66,316	123,769,562	47,137,038
1884	9,050	75,946,921	10,742,561	1884	57,194	132,563,029	50,445,090
1883	9,656	119,365,201	9,975,532	1883	75,239	163,150,959	43,740,470
1882	78,502	92,217,513	18,480,610	1882	100,139	140,785,135	39,829,146
1881	17,692	77,736,968	16,526,606	1881	71,826	139,012,260	44,449,768
1880	13,658	77,376,418	8,248,208	1880	79,416	146,362,997	38,004,829
1879	32,113	92,983,380	8,416,176	1879	89,385	159,398,570	38,935,903
1878	52,200	88,611,064	7,019,741	1878	112,375	125,602,088	40,422,506
1877	45,482	48,203,972	7,087,001	1877	108,768	119,953,382	34,735,736
1876	45,632	50,290,716	6,067,325	1876	96,141	106,803,076	29,229,279
1875	46,547	51,556,146	6,732,320	1875	95,503	105,809,508	24,145,178
1874	55,453	52,104,389	6,877,560	1874	90,843	133,486,380	27,119,270
1873	57,476	50,071,760	8,981,820	1873	105,876	184,392,770	37,156,810
1872	60,297	63,434,860	11,238,890	1872	114,329	147,141,960	33,943,860
1871	88,442	57,804,350	10,093,460	1871	131,732	123,665,060	30,750,470
1870	77,398	44,494,770	6,215,150	1870	115,236	77,501,130	15,567,840
1869	78,236	47,225,140	7,778,410	1869	120,002	75,755,450	13,322,900
1868	89,127	46,753,360	5,941,650	1868	130,268	58,229,270	12,945,490

STOCK OF PROVISIONS AT ST. LOUIS ON DATES NAMED.

Articles.	March 1, 1896.	March 1, 1895.	March 1, 1894.	March 1, 1893.	March 1, 1892.
Pork, bbls.....	3,239	3,867	1,468	593	2,818
Lard, tierces.....	3,885	2,441	2,703	3,248	444
Shoulders, pounds.....	1,768,929	1,646,635	896,900	906,000	2,891,600
Sides, pounds.....	9,673,849	10,897,400	7,326,843	7,433,500	17,151,000
Hams, pounds.....	8,191,652	8,274,990	4,861,731	4,361,300	7,179,500
Bellies.....	3,528,817	1,769,861	760,000		
Other cuts.....	1,062,597				

GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1895-96, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

WINTER SEASON.

November 1 to March 1—	1895-96.	1894-95.
Number of hogs packed.....	6,815,800	7,191,520
Decrease.....	375,720	
Average live weight, lbs.....	240.71	232.73
Increase.....	7.98	
Average yield of lard, lbs.....	35.53	33.62
Increase.....	1.91	
Percentage yield of lard.....	14.76	14.44
Increase.....	.32	
Cost of hogs, 100 lbs., alive.....	\$3.68	\$4.28
Decrease.....	.60	
Aggregate live weight, lbs.....	1,640,620,000	1,678,702,000
Decrease.....	38,082,000	
Green meats made, lbs.....	918,747,000	937,273,000
Decrease.....	18,526,000	
Lard made, lbs.....	242,207,000	241,801,000
Increase.....	406,000	
Total meats and lard, lbs.....	1,160,954,000	1,179,074,000
Decrease.....	18,120,000	
Aggregate cost of hogs.....	\$60,418,000	\$71,689,000
Decrease.....	11,271,000	
Tierces of lard, 330 lbs.....	733,900	732,700
Increase.....	1,200	
Mess pork made, barrels.....	167,810	185,935
Decrease.....	18,125	
Other pork, barrels.....	156,665	188,975
Decrease.....	32,290	
Pork of all kinds, barrels.....	324,495	374,910
Decrease.....	50,415	

At the same average weight as in 1894-95 the total weight of hogs packed the past winter would be equivalent to 7,049,000 hogs, or a decrease equal to 142,000 hogs in number and weight or 2 per cent.

SUMMER SEASON.

March 1 to November 1—	1895.	1894.
Number of hogs packed.....	8,194,835	8,812,125
Decrease.....	617,970	
Average live weight, lbs.....	226.52	229.98
Decrease.....	3.46	
Average yield of lard, lbs.....	33.10	33.05
Increase.....	.05	
Percentage yield of lard.....	14.61	14.38
Increase.....	.23	
Cost of hogs, 100 lbs., alive.....	\$4.41	\$4.98
Decrease.....	.57	
Aggregate live weight, lbs.....	1,856,265,000	2,026,646,000
Decrease.....	170,381,000	
Green meats made, lbs.....	1,039,508,000	1,134,922,000
Decrease.....	95,414,000	
Lard made, lbs.....	271,260,000	291,254,000
Decrease.....	19,994,000	
Total meats and lard, lbs.....	1,310,768,000	1,426,176,000
Decrease.....	115,408,000	
Aggregate cost of hogs.....	\$81,850,000	\$100,990,000
Decrease.....	\$19,140,000	
Tierces of lard, 330 lbs.....	822,000	882,600
Decrease.....	60,600	

TOTAL FOR TWELVE MONTHS.

Year ending March 1—	1895-96.	1894-95.
Number of hogs packed.....	15,019,635	16,003,645
Decrease.....	993,010	
Average live weight, lbs.....	232.96	231.22
Increase.....	1.74	
Average yield of lard, lbs.....	34.21	33.31
Increase.....	.90	
Cost of hogs, 100 lbs., alive.....	\$4.07	\$4.67
Decrease.....	.60	
Aggregate live weight, lbs.....	3,496,885,000	3,700,343,000
Decrease.....	203,458,000	
Green meats made, lbs.....	1,958,255,000	2,072,195,000
Decrease.....	113,940,000	
Lard made, lbs.....	513,467,000	533,055,000
Decrease.....	19,588,000	
Total meats and lard, lbs.....	2,471,722,000	2,605,250,000
Decrease.....	133,528,000	
Aggregate cost of hogs.....	\$142,268,000	\$172,673,000
Decrease.....	\$30,411,000	
Tierces of lard, 330 lbs.....	1,555,900	1,615,300
Decrease.....	59,400	

There is more or less barreled pork made during the summer season each year; in 1895, from March 1 to November 1, a total of 38,850 barrels of mess, and 155,070 barrels of other pork, making in all 193,920.

PACKING AT ST. LOUIS FOR THIRTY SEASONS.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1885-86.....	587,697.....	224.73 gross.	32.02.....	\$3.68
1894-95.....	578,162.....	223.61 "	31.55.....	4.38
1893-94.....	556,064.....	234.88 "	33.83.....	5.96
1892-93.....	526,206.....	219.04 "	31.20.....	6.47
1891-92.....	550,483.....	234.39 "	31.84.....	4.03
1890-91.....	591,333.....	241.91 "	33.41.....	3.65
1889-90.....	548,810.....	241.48 "	32.16.....	3.69
1888-89.....	536,176.....	253.42 "	33.12.....	4.95
1887-88.....	589,790.....	233.05 "	30.21.....	5.14
1886-87.....	570,866.....	245.42 "	35.49.....	4.80
1885-86.....	569,130.....	257.21 "	34.39.....	3.74
1884-85.....	542,087.....	259.74 "	34.60.....	4.35
1883-84.....	582,322.....	249.70 "	33.45.....	5.20
1882-83.....	537,004.....	259.81 "	34.63.....	6.33
1881-82.....	516,379.....	253.97 "	35.13.....	6.21
1880-81.....	474,158.....	250.86 "	35.66.....	4.63
1879-80.....	577,793.....	258.18 "	36.06.....	4.05
1878-79.....	629,261.....	264 "	40.45.....	3.83
1877-78.....	509,540.....	270 "	38.30.....	3.96
1876-77.....	514,747.....	255 "	33.55.....	5.70
1875-76.....	539,896.....	268.47 "	36.66.....	7.17
1874-75.....	469,246.....	240 "	30.....	7.00
1873-74.....	463,793.....	261.53 "	34.18.....	
1872-73.....	538,000.....	260 "	34.50.....	
1871-72.....	419,032.....	263.15 "	35.17.....	
1870-71.....	506,600.....	216 Net.		
1869-70.....	241,316.....	190.50 "		
1868-69.....	231,937.....	189.27 "		
1867-68.....	237,180.....	193.91 "		
1866-67.....	185,543.....	222.34 "		

SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1896.....	676,975.....	208.55
1895.....	449,680.....	220
1894.....	496,298.....	222.80
1893.....	823,789.....	218
1892.....	304,428.....	223
1891.....	315,705.....	218.74
1890.....	356,768.....	232.24
1889.....	380,792.....	233.14
1888.....	346,261.....	235
1887.....	313,591.....	245
1886.....	361,048.....	245
1885.....	244,004.....	248
1884.....	269,814.....	230.80
1883.....	225,000.....	235
1882.....	215,176.....	217.86
1881.....	350,000.....	235
1880.....	410,000.....	240
1879.....	350,000.....	260
1878.....	142,000.....	255
1877.....	143,277.....	247
1876.....	181,158.....	236.48
1875.....	102,424.....	320
1874.....	150,962.....	309
1873.....	132,155.....	244.26

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1895-96.....	837,377 hogs.
" " 1894-95.....	869,453 "
" " 1893-94.....	578,873 "
" " 1892-93.....	530,644 "
" " 1891-92.....	664,128 "
" " 1890-91.....	649,100 "
" " 1889-90.....	739,692 "
" " 1888-89.....	683,457 "
" " 1887-88.....	683,331 "
" " 1886-87.....	721,914 "
" " 1885-86.....	613,134 "
" " 1884-85.....	711,901 "
" " 1883-84.....	697,123 "
" " 1882-83.....	533,189 "

WINTER PACKING IN THE WEST FOR TWENTY-ONE SEASONS.

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1875-76.....	4,880,135	217 71	35.45	7.06
1876-77.....	5,101,368	215.92	34.06	5 74
1877-78.....	6,505,446	226.04	33.61	3.39
1878-79.....	7,480,648	217 14	39.40	2.85
1879-80.....	6,950,451	213.94	36.33	4.18
1880-81.....	6,919,456	207 71	35.65	4.64
1881-82.....	5,747,760	210.16	36.44	6.06
1882-83.....	6,133,312	213.63	35.43	6.28
1883-84.....	6,403,064	201.15	33.25	5 12
1884-85.....	6,480,240	206.51	36 03	4.29
1885-86.....	6,398,995	208.98	35.23	3.66
1886-87.....	6,439,009	251.31	33.54	4.19
1887-88.....	5,931,181	243 30	31.06	5 04
1888-89.....	5,433,863	263.46	34.76	4.99
1889-90.....	6,663,892	250.92	36.37	3 66
1890-91.....	8,173,196	239.75	33.45	3.54
1891-92.....	7,761,216	247.64	34.64	3.31
1892-93.....	4,663,520	237.73	31 66	6.24
1893-94.....	4,884,033	248.20	36.97	5.25
1894-95.....	7,191,520	232.73	33.62	4.29
1895-96.....	6,815,800	240.71	35.53	3.66

SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gro. wt.	Av. Yield Lard.
1881	4,893,689	231.52	32.12
1882	3,210,787	221.40	30.70
1883	3,781,036	245.21	35.77
1884	4,058,868	234.58	32.44
1885	4,964,572	234.58	32.44
1886	4,644,003	238.98	34.01
1887	5,611,526	227.00	30.98
1888	5,815,122	231.88	31.85
1889	6,881,501	246.22	35.94
1890	9,540,008	238.47	36.20
1891	6,696,398	221.76	31.29
1892	7,757,110	225.42	31.23
1893	6,721,000	240.41	34.64
1894	8,812,125	229.86	31.05
1895	8,194,835	226.52	33.10
1896	9,906,785	242.27	40.73

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE
12 MONTHS ENDING MARCH 1, FOR SIXTEEN YEARS.

Years.	Summer.	Winter.	Total.	Years.	Summer.	Winter.	Total.
1895-96	8,194,835	6,815,800	15,010,635	1887-88	5,611,526	5,921,181	11,532,707
1894-95	8,812,125	7,191,520	16,003,645	1886-87	5,644,003	6,490,009	12,083,012
1893-94	6,720,924	4,884,082	11,605,006	1885-86	4,964,572	6,308,936	11,263,567
1892-93	7,757,110	4,613,520	12,390,630	1884-85	4,058,868	6,460,840	10,519,108
1891-92	6,696,398	7,761,216	14,457,614	1883-84	3,781,036	5,403,064	9,183,100
1890-91	9,540,008	8,173,126	17,713,134	1882-83	3,210,787	6,182,312	9,342,999
1889-90	6,881,501	6,693,802	13,545,303	1881-82	4,808,689	5,747,760	10,551,449
1888-89	5,815,122	5,483,852	10,798,974	1880-81	5,325,898	6,919,456	12,245,354

EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1896,

As reported by Mr. Worthington C. Ford, Chief of Bureau of Statistics, Washington.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF, Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or Pickled, or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
Baltimore	14,087,838	10,436,510	27,644,442	9,240,593	17,307,672	2,417,903	3,680,954	91,127,788
Boston	3,522,397	101,835,988	7,260,240	12,783,324	167,619,732	63,417,340	3,197,081	76,761,492
Newport News	903,915	.....	279,133	417,452	481,065	372,207	603,655	23,948,931
New York	29,608,411	163,463,604	37,558,219	47,270,011	199,804,864	56,796,817	40,593,217	249,879,744
Norfolk .....	.....	.....	.....	.....	45,296	.....	296,000	10,812,680
Philadelphia	2,403,680	4,332,868	5,477,768	4,292,886	28,890,118	12,712,682	1,057,480	11,658,874
Portland	1,983,988	.....	88,246	497,498	17,816,508	607,149	696,750	3,968,251
Mobile	86,700	.....	74,150	12,639	41,472	36,941	642,800	745,631
New Orleans	1,078,456	.....	385,107	4,451,715	299,109	208,870	340,065	25,653,745
Paso del Norte	35,604	.....	1,184	26,341	39,895	59,658	.....	400,521
Puget Sound	847,579	32,180	305,004	121,319	452,699	472,030	.....	200,877
San Francisco	872,870	.....	1,607,600	4,985,832	108,830	434,479	178,257	767,330
Detroit	1,656,900	2,821,700	3,965,220	402,060	6,062,500	10,800,076	7,364,700	17,887,190
Huron	3,015,908	.....	728,320	148,654	27,898,807	4,808,868	8,411,107	7,169,621
North and South Dakota	302,386	.....	13,700	327,254	53,687	19,632	13,000	94,659
Other districts	113,400	2,613	522,983	543,378	68,544	3,798,176	1,723,376	4,061,759
Total Exports, 1896	61,168,927	282,925,463	85,893,266	85,449,066	436,850,660	156,912,892	63,690,518	526,920,203
" " 1895	61,513,912	184,398,114	65,101,122	24,877,117	456,580,861	110,360,526	70,135,954	517,899,470
" " 1894	59,624,794	204,314,960	65,890,094	31,676,987	440,544,098	95,945,141	63,675,407	479,708,309
" " 1893	63,710,539	173,887,488	54,807,218	62,233,830	847,630,800	81,775,512	50,494,673	341,884,808
" " 1892	90,112,775	232,983,865	70,360,653	87,022,614	633,406,670	82,236,622	78,189,263	463,910,098
" " 1891	86,126,190	202,989,780	73,199,874	93,007,674	484,684,281	81,175,274	75,426,728	438,988,799
" " 1890	104,013,390	182,505,816	110,797,355	119,221,026	590,024,941	85,407,390	70,292,901	521,174,240
" " 1889	71,769,708	170,992,606	73,125,922	90,637,118	471,743,699	55,647,750	77,480,447	398,837,498
" " 1888	45,208,849	108,411,092	50,433,681	75,470,620	392,128,689	40,243,375	57,620,187	270,245,146
" " 1887	43,622,106	79,677,729	41,871,932	84,896,001	306,909,582	49,863,173	60,877,176	300,033,051
" " 1886 .....	.....	94,220,010	35,702,792	63,690,115	369,768,073	58,208,626	106,796,639	331,000,570

WEEKLY PRICES OF PROVISIONS FOR 1896.

DATE.	PORK.		LARD.		D. S. CLEAR RIB.		BACON. CLEAR RIB.	
	Mess.		Prime Steam.		Bulk.		Packed.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January 4.....	9 00	@ 9 80	5 15	@ 5 25	4 45	@ 4 60	5 12½	@ 5 50
11.....	9 50	9 87½	5 25	5 40	4 50	4 90	5 50	5 75
18.....	9 50	10 45	5 20	5 60	4 65	5 30	5 37½	5 75
25.....	10 12½	10 90	5 50	5 70	5 20	5 50	5 87½	6 00
February 1.....	10 12½	10 75	5 50	5 75	5 30	5 60	5 85	6 00
8.....	10 00	10 85	5 40	5 60	5 30	5 50	5 85	6 00
15.....	9 90	10 25	5 25	5 40	5 20	5 50	5 40	5 75
21.....	9 50	10 00	5 25	5 37½	5 25	5 35	5 37½	5 70
29.....	9 25	10 00	5 25	5 30	5 05	5 35	5 50	5 80
March 7.....	9 80	10 00	5 15	5 25	5 20	5 35	5 50	5 70
14.....	9 75	10 00	5 10	5 20	5 20	5 30	5 80	5 85
21.....	9 25	9 75	4 95	5 05	4 90	5 20	5 62½	5 85
28.....	8 90	9 10	4 85	4 90	4 85	4 90	5 50	5 62½
April 4.....	8 50	8 75	4 80	4 90	4 80	5 00	5 40	5 60
11.....	8 75	8 80	4 80	4 90	4 75	4 85	5 40	5 45
18.....	8 75	9 00	4 72½	4 80	4 55	4 75	5 25	5 37½
25.....	8 50	8 80	4 65	4 70	4 40	4 50	5 12½	5 25
May 2.....	8 25	8 50	4 55	4 60	4 20	4 40	4 80	4 90
9.....	7 87½	8 12½	4 55	4 60	4 25	4 45	4 90	5 00
16.....	7 70	7 80	4 35	4 50	4 15	4 30	4 80	4 87½
23.....	7 87½	7 60	4 07½	4 30	4 10	4 20	4 75	4 85
29.....	7 10	7 25	4 00	4 10	3 90	4 10	4 50	4 65
June 6.....	6 87½	7 15	3 85	4 00	3 77½	4 10	4 40	4 60
13.....	7 00	7 25	3 90	4 10	4 00	4 15	4 50	4 65
20.....	7 10	7 45	3 92½	4 10	4 00	4 10	4 50	4 65
27.....	7 10	7 35	3 75	3 90	3 85	3 90	4 37½	4 50
July 3.....	7 00	7 25	3 75	3 90	3 70	3 85	4 25	4 37½
11.....	6 62½	6 85	3 35	3 50	3 50	3 75	4 00	4 25
18.....	6 40	6 75	3 35	3 50	3 65	3 75	4 20	4 25
25.....	6 37½	6 60	3 07½	3 20	3 35	3 50	4 00	4 12½
August 1.....	6 25	6 40	2 95	3 05	3 20	3 35	4 00	4 10
8.....	6 50	6 65	3 05	3 20	3 55	3 70	4 12½	4 25
15.....	6 12½	6 50	3 07	3 20	3 45	3 55	4 12½	4 20
22.....	6 12½	6 50	3 10	3 25	3 45	3 60	4 00	4 20
29.....	6 10	6 40	3 17½	3 25	3 35	3 40	4 00	4 12½
September 5.....	6 00	6 20	3 12½	3 25	3 30	3 35	4 00	4 12½
12.....	5 90	6 20	3 10	3 20	3 25	3 35	4 00	4 12½
19.....	5 87½	6 12½	3 15	3 30	3 20	3 40	3 85	4 12½
26.....	6 00	6 30	3 40	3 60	3 37½	3 60	4 00	4 15
October 3.....	6 00	6 70	3 60	3 95	3 50	3 75	4 12½	4 25
10.....	6 75	7 00	3 77½	4 00	3 60	3 90	4 37½	4 50
17.....	7 00	7 50	4 02½	4 40	4 10	4 35	4 55	4 87½
24.....	7 35	7 80	4 10	4 50	3 95	4 10	4 50	4 60
31.....	7 40	7 80	4 07½	4 30	4 00	4 10	4 37½	4 40
November 7.....	7 50	7 75	3 95	4 10	4 00	4 10	4 37½	4 40
14.....	7 40	7 75	3 95	4 10	4 05	4 15	4 50	4 75
21.....	7 25	7 40	3 70	3 90	3 85	4 10	4 37½	4 60
28.....	7 40	7 60	3 75	3 90	3 75	4 00	4 30	4 62½
December 5.....	7 20	7 70	3 67½	3 90	4 12½	4 25	4 62½	4 75
12.....	7 20	7 85	3 60	3 80	4 00	4 20	4 37½	4 60
19.....	7 35	7 60	3 60	3 70	4 00	4 20	4 50	4 70
26.....	7 35	7 50	3 60	3 70	3 90	4 10	4 37½	4 50
31.....	7 40	7 60	3 65	3 70	4 00	4 10	4 37½	4 50

LIVE STOCK.

By JAS. MACCALLUM, Editor Union Stock Yard Journal.

As a Live Stock market St. Louis makes a most remarkable showing in 1896. All previous records of the receipt of cattle, hogs and sheep have been eclipsed, the year showing an increase of over three-quarters of a million head. This is due largely to the energy and business tact of the firms engaged in the Live Stock commission business at both the St. Louis Stock Yards and to the geographical position of the city, it being in the center of a country rich in Live Stock and easily reached by shippers in the North, West and South. The city's natural advantages have been appreciated by both buyer and shipper, who thereby enjoy a market of mutual benefit, and the great increase in number of animals received is also apparent in the large increase of animals slaughtered, indicating that St. Louis as a place of final shipment is rapidly becoming the largest in the country. The dressing of beef, veal and mutton for shipment has become a vast industry. The packing and curing of pork has also increased in the same proportion, and St. Louis is noted for the excellence of her meats. The shipment of cattle for stocking and feeding also displays a heavy increase this year, which is notable and gratifying. The careful adherence to the health laws by the authorities has proved of benefit alike to shipper and consumer.

CATTLE.

Throughout the year the native cattle trade presented a very even market. The heavy run of cattle brought prices generally much below those of 1895. The lowest prices for choice butcher cattle were paid in the month of April and averaged \$4.00 per 100, a direct contrast to the previous year, when they averaged \$6.10 per 100. Prices were maintained on a basis of \$4.00 to \$4.10 for top prices until July, when they began to increase until December, when they sold at \$5.10.

The trade in stock and feeding cattle at St. Louis has developed into a very large business; much more being done in that class of cattle than ever before. The dairy cattle trade also shared the general increase. Fed Texas cattle sold at the beginning of the year at \$3.25 to \$3.75, as January advanced prices went up to \$4.10 for tops, and then subsided until in March; the bulk sold at \$3.15 to \$3.65. In April, May and June prices on fed Texans ranged from \$3.00 to \$3.65; grass cattle at that time selling from \$2.10 to \$2.65. In July there were practically no fed steers on the market and the bulk of grass cattle sold from \$2.00 to \$2.50, the extreme range being from \$1.90 to \$3.15. During the three months following prices ranged lower and we find the bulk of Texas cows selling from \$1.90 to \$2.40, and steers from \$2.50 to \$3.15; choice grass fed steers reaching

the extreme price of \$3.80. In November and December the receipts were mostly grassers and ranged in price from \$2.00 to \$3.50 for extreme tops, fed cattle selling up to \$4.00. Prices were higher at the close of the year than at the opening. The net increase in receipts of cattle of all kinds in 1896 over 1895 amounted to 104,338 head.

HOGS.

The receipts of hogs during 1896 show an increase of over half a million hogs, or to be exact, 557,553, as compared with 1895, the total receipts reaching the enormous figure of 1,997,895 hogs, and St. Louis is once more in the lead. Prices throughout the year were much lower than 1895. The highest prices were realized in January, when top hogs sold up to \$4.25, with the bulk selling at \$4.00 to \$4.15, from that time on with slight fluctuations in February and March prices steadily declined and 3 then became the front figure in prices of hogs until the close of the year, when choice butcher hogs sold from \$3.20 to \$3.35. Generally speaking, shippers obtained better prices at St. Louis than at any other market in the West. A perusal of the tables will give a very clear idea of the fluctuations in hog prices during the year. Light hogs, that is, from 180 to 200, seem to sell well up to butcher hogs, which sell best at 210 to 240 pounds. Heavy hogs, 300 and over, are not in strong demand and do not bring as high prices. Strictly corn fed hogs at all times bring the best price, as soft hogs sell all the way to 75 cents less than corn fed of the same weights.

SHEEP.

There were 632,872 sheep and lambs received in St. Louis in 1896, an increase of 122,212 over 1895, which was the heaviest record and the largest in our history. It is a notable fact that more sheep were slaughtered in proportion to receipts than ever before and the percentage of shipments of live sheep to other markets was less. The demand for mutton and lamb is on the increase and people are beginning to value mutton at its true worth as a food. Prices during the year show no sharp fluctuations. At the opening of the year good to choice native sheep sold at \$2.75 to \$3.60, increasing to \$3.75 in February; in March they declined some, but regained the loss in April, selling at \$2.75 to \$3.75; from May to November prices steadily declined till they sold as low as \$2.00 to \$2.75 in October, gradually increasing from that time till the end of the year, when choice native sheep sold at \$3.00 to \$3.75. The heaviest receipts were in the months of May and June, when over 250,000 head were received at St. Louis. Lambs sold at \$4.00 to \$4.60 in January; in February, \$3.60 to \$4.50; in March and April, from \$3.75 to \$4.75; in May they attained the highest price of the year, selling at \$3.50 to \$5.50; in June, July and August they ranged from \$3.25 to \$5.25, declining in September to \$3.00 to \$4.25; in October they increased to \$4.65 for choice lambs, and from then until the end of the year they increased in price, selling in December from \$3.75 to \$5.25 for fancy lambs.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES
FOR THIRTY YEARS.**

YEAR.	RECEIPTS.				SHIPMENTS.			
	Cattle.	Sheep.	Hogs.	Horses & Mules	Cattle.	Sheep.	Hogs.	Horses & Mules
1898	955,613	632,872	1,997,595	121,722	350,087	254,603	885,462	121,303
1899	851,275	510,080	1,440,342	77,820	274,738	119,768	695,319	81,326
1894	773,571	339,896	1,489,856	59,323	281,260	99,526	642,699	67,564
1893	908,257	89,725	1,105,108	46,834	475,968	231,476	575,846	55,931
1892	801,111	379,922	1,310,311	45,759	465,328	248,085	715,999	49,677
1891	779,499	409,989	1,380,569	55,975	464,794	277,896	704,378	66,891
1890	639,014	358,496	1,359,789	82,071	361,705	261,728	665,471	79,039
1889	508,190	358,495	1,120,930	78,104	287,379	255,375	430,310	65,399
1888	546,875	459,689	929,230	58,468	335,206	316,676	294,869	61,193
1887	464,823	417,425	1,052,240	57,048	277,406	287,018	324,735	59,222
1886	377,660	322,965	1,264,471	42,953	212,468	201,728	520,352	39,796
1885	386,820	362,858	1,453,635	39,386	233,249	238,391	789,437	25,610
1884	450,717	389,823	1,474,475	41,870	315,433	245,545	678,874	39,544
1883	405,090	398,612	1,151,785	44,913	249,523	217,370	609,398	44,543
1882	445,169	445,120	846,228	42,718	188,486	245,071	264,584	46,255
1881	508,862	334,426	1,672,153	42,365	284,093	170,393	839,909	45,794
1880	424,720	209,969	1,840,684	46,011	228,879	89,522	770,769	44,416
1879	420,634	182,648	1,762,724	33,239	229,256	89,065	656,099	36,947
1878	408,235	168,006	1,451,634	27,878	261,723	74,433	538,627	30,967
1877	411,969	204,502	896,319	22,662	261,666	87,669	314,237	25,157
1876	349,048	157,531	877,160	22,271	220,430	67,896	223,876	26,391
1875	336,742	129,679	628,569	27,516	216,701	37,784	126,729	23,673
1874	380,925	114,913	1,125,586	27,175	226,678	33,577	453,710	30,393
1873	279,678	89,434	973,512	.....	180,093	18,902	224,873	.....
1872	263,404	115,904	759,076	.....	164,870	29,540	185,700	.....
1871	199,527	118,899	633,370	.....	130,018	37,465	113,913	.....
1870	201,422	94,477	310,850	.....	129,748	11,649	17,136	.....
1869	124,565	94,026	344,848	.....	89,987	12,416	39,076	.....
1868	115,392	79,315	301,560	.....	87,277	6,415	16,377	.....
1867	74,146	62,974	298,241	.....	26,799	19,023	23,627	.....

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1896.

ROUTE.	RECEIPTS				SHIPMENTS.			
	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules Head.	Cattle, Head.	Hogs, Head.	Sheep, Head.	Horses & Mules, Head.
Chicago & Alton R.R. (Mo. Div.).	54,256	104,908	4,412	4,751	1,183	.....	777	525
Missouri Pacific R.R.	74,484	280,319	44,811	9,447	3,948	.....	614	561
St. Louis & San Francisco R.R.	188,389	385,806	231,377	3,746	877	44	.....	781
Wabash R.R. (West).	98,545	310,737	73,853	23,504	10,153	304	6,378	578
St. L., Kas. City & Colo. R.R.	1,041	7,988	576	1	160	.....	.....	51
Missouri, Kansas & Texas R.R.	228,229	156,175	56,140	4,309	1,227	938	333	574
St. Louis Southwestern R.R.	1,242	3,211	.....	64	6	.....	.....	.....
St. Louis, Iron Mountain & Southern R.R.	222,153	193,173	87,151	1,101	796	.....	1,615	1,028
Illinois Central R.R.	16,397	105,295	18,411	888	2,244	.....	496	21,513
Louisville & Nashville R.R.	11,700	49,493	8,177	1,890	641	.....	186	15,936
Mobile & Ohio R.R.	21,788	74,062	6,422	56	167	.....	150	44,976
Louisville, Evansville & St. Louis R.R.	1,799	19,780	7,233	628	54	480	238	14,041
Baltimore & Ohio S.-W. R.R.	2,859	18,214	11,459	697	12,598	39,290	8,014	1,193
Chicago & Alton R.R.	4,810	39,774	6,059	4,204	76,815	213,715	151,448	2,405
Cleveland, Cin., Oh., & St. Louis R.R.	1,178	7,510	2,337	1,885	17,151	70,908	4,550	607
Vandalia & Terre Haute R.R.	2,408	6,573	5,849	1,126	326,176	326,176	23,460	2,553
Wabash R.R. (East).	324	6,533	1,522	3,728	89,476	88,038	41,833	6,539
Toledo, St. Louis & Kansas City R.R.	636	3,274	1,640	427	192,080	192,080	2,905	1,979
Chicago, Peoria & St. Louis R.R.	170	742	368	1,729	11,396	159	1,188	683
Chicago, Burlington & Quincy R.R.	704	17,375	4,264	8,151	8,906	12,032	6,004	274
St. Louis, Keokuk & Northwestern R.R.	9,607	131,241	13,678	87,298	4,535	860	3,078	325
St. Louis, Chicago & St. Paul R.R.	653	10,705	1,352	579	.....	.....	306	291
St. Louis & Eastern R.R.	408	622	418	48	.....	.....	166	43
Upper Mississippi River.	1,635	14,880	1,900	1,350	{ 1,788 }			
Lower Mississippi River.	13,488	70,503	14,199	480				
Illinois River.	1,251	16,564	1,223	104				
Missouri River.	82	1,788	42	4				
Ohio, Cumberland & Tennessee Rivers.	829	6,314	144	9				
Driven and Express.	10,470	13,304	8,160	5,237				
Totals	985,613	1,997,836	632,873	121,722	350,037	886,493	254,602	131,309

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS UNION STOCK
YARDS FOR THE YEAR 1896.**

1896.	Receipts.				Shipments.			
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	Sheep.	Horses and Mules.
January.....	8,848	29,542	2,497	4,222	1,147	7,678	.....	235
February.....	6,591	24,088	2,810	376	709	6,888	52	271
March.....	7,155	27,014	3,032	433	342	9,012	.....	276
April.....	6,810	28,722	3,805	191	268	11,228	632	166
May.....	7,118	27,415	4,203	67	455	7,963	1,035	36
June.....	7,356	24,166	5,791	108	231	5,038	1,239	90
July.....	7,536	23,418	4,897	77	802	7,670	584	5
August.....	7,564	18,787	4,023	153	894	9,304	367	183
September.....	7,790	23,628	4,965	709	1,062	8,043	434	564
October.....	7,509	26,198	4,535	1,689	570	4,145	375	21
November.....	6,987	21,418	3,055	2,245	1,339	3,485	156	922
December.....	6,525	27,751	3,271	1,340	1,104	4,794	322	730
Totals.....	87,784	302,147	46,854	11,610	8,863	80,248	5,186	3,980

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1896.**

1896.	Receipts.					Shipments.				
Month.	Cars.	Cattle.	Hogs.	Sheep.	Horses.	Cars.	Cattle.	Hogs.	Sheep.	Horses.
January..	5,012	62,304	172,605	24,993	6,733	1,554	17,799	75,203	1,705	5,938
February..	4,331	48,730	128,781	30,252	13,224	1,533	13,380	61,115	3,718	12,350
March.....	4,433	51,921	146,802	30,165	8,636	1,223	10,819	65,699	1,087	6,359
April.....	3,673	37,142	141,923	61,781	3,805	1,158	9,142	68,225	25,923	3,602
May.....	4,392	50,956	143,974	112,320	3,814	1,477	13,846	62,844	68,408	2,731
June.....	4,738	66,974	121,904	118,535	3,475	1,560	18,547	55,829	75,113	2,715
July.....	4,554	74,528	106,261	54,470	3,022	1,436	21,443	53,611	18,786	2,659
August.....	4,379	77,914	96,416	37,236	4,372	1,484	26,632	51,131	9,550	2,605
September	4,768	86,403	111,260	32,442	8,315	1,722	30,765	57,451	7,664	6,545
October...	4,971	75,665	144,810	31,938	12,530	1,845	23,102	78,028	4,572	11,445
November	5,036	80,003	130,150	24,461	13,856	1,826	26,995	58,029	2,528	11,665
December.	5,408	79,862	173,204	32,440	11,139	1,841	26,929	77,834	2,336	11,005
Totals..	53,695	792,302	1,618,090	591,033	92,921	18,659	239,399	764,502	221,330	79,039

WEEKLY PRICES OF LIVE STOCK FOR 1896.

UNION STOCK YARDS JOURNAL, ST. LOUIS.

DATE—1896.	CATTLE. Good to choice.		NATIVE SHEEP. Good to choice. Average.	HOGS.		
	Native Steers.	Texas Steers.		Butchers.	Mixed Packers.	Lights.
January 3.....	3.00 @ 4.05	2.75 @ 3.85	2.75 @ 3.60	3.55 @ 3.65	3.25 @ 3.60	3.15 @ 3.65
10.....	3.00 4.25	2.80 3.75	3.00 3.75	3.60 3.70	3.25 3.70	3.25 3.75
17.....	3.00 4.40	3.00 3.55	3.00 3.75	4.00 4.10	3.60 4.05	3.65 4.05
24.....	3.00 4.45	2.80 3.90	2.75 3.50	4.00 4.10	3.60 4.05	3.60 4.10
31.....	3.00 4.40	2.60 3.50	2.75 3.50	4.05 4.15	3.65 4.10	3.65 4.15
February 7.....	3.00 4.50	3.00 3.60	3.00 3.75	4.15 4.25	3.75 4.20	3.75 4.25
14.....	3.00 4.35	3.25 3.65	3.00 3.75	4.15 4.25	3.75 4.20	3.75 4.25
21.....	3.00 4.25	3.15 3.65	3.25 3.65	4.05 4.15	3.65 4.10	3.70 4.15
28.....	3.00 4.20	3.00 3.50	3.25 3.60	3.75 3.85	3.40 3.90	3.60 3.85
March 6.....	3.00 4.30	3.15 3.65	3.25 3.60	4.00 4.12	3.65 4.05	3.65 4.12
13.....	3.00 4.25	3.00 3.80	3.25 3.65	3.90 4.00	3.65 3.95	3.65 4.00
20.....	3.40 4.50	3.00 3.90	3.00 3.60	3.75 3.80	3.50 3.80	3.50 3.80
27.....	3.40 4.20	2.75 3.50	3.00 3.60	3.85 3.95	3.45 3.90	3.50 4.00
April 8.....	3.40 3.90	2.85 3.60	3.00 3.75	3.70 3.80	3.35 3.75	3.40 3.80
10.....	3.40 4.20	3.85 3.75	3.00 3.75	3.70 3.80	3.35 3.75	3.35 3.80
17.....	3.40 4.00	3.85 3.50	3.75 3.50	3.55 3.65	3.20 3.55	3.25 3.70
24.....	3.25 3.90	3.65 3.35	3.50 3.25	3.40 3.50	3.20 3.45	3.15 3.55
May 1.....	3.25 4.10	3.40 3.85	3.50 3.40	3.30 3.40	3.05 3.25	3.00 3.45
8.....	3.25 4.25	3.00 3.80	3.75 3.50	3.35 3.45	3.10 3.50	3.05 3.45
15.....	3.25 4.20	3.50 3.75	3.75 3.50	3.15 3.25	2.90 3.20	3.00 3.35
21.....	3.25 4.10	3.50 3.75	3.50 3.50	3.10 3.20	2.90 3.15	3.00 3.25
29.....	3.25 4.25	3.25 3.65	3.75 3.50	3.20 3.30	2.90 3.25	3.00 3.30
June 5.....	3.25 4.00	3.50 3.10	3.50 3.50	3.15 3.30	2.85 3.20	3.00 3.25
12.....	3.25 4.10	3.25 3.25	3.75 3.50	3.20 3.30	2.90 3.25	3.10 3.35
19.....	3.25 4.10	3.40 3.55	3.75 3.50	3.30 3.40	3.00 3.35	3.20 3.40
26.....	3.25 4.30	3.50 3.60	3.75 3.50	3.20 3.30	3.00 3.30	3.25 3.35
July 3.....	3.25 4.25	3.60 3.60	3.50 3.25	3.30 3.45	3.05 3.45	3.30 3.50
10.....	3.25 4.25	3.50 3.50	3.50 3.25	3.30 3.40	3.00 3.35	3.20 3.40
17.....	3.25 4.25	3.20 3.20	3.50 3.25	3.35 3.45	3.05 3.40	3.35 3.45
24.....	3.25 4.15	3.65 3.15	3.50 3.25	3.25 3.35	3.10 3.30	3.10 3.35
31.....	3.25 4.45	3.65 3.80	3.50 3.00	3.20 3.30	3.10 3.30	3.00 3.35
August 7.....	3.25 4.45	3.40 3.12	3.25 3.00	3.35 3.45	3.20 3.40	3.15 3.50
14.....	3.25 4.45	3.25 3.10	3.25 3.00	3.10 3.20	3.00 3.15	3.00 3.15
21.....	3.25 4.50	3.15 3.15	3.25 3.00	3.35 3.45	3.15 3.40	3.15 3.50
28.....	3.25 4.40	3.40 3.00	3.25 3.00	3.30 3.45	3.15 3.40	3.15 3.50
September 4.....	3.25 4.90	3.20 3.20	3.25 3.00	3.10 3.20	3.00 3.20	3.00 3.25
11.....	3.25 4.75	3.25 3.00	3.00 2.75	3.10 3.30	3.00 3.30	3.10 3.35
18.....	3.25 4.80	3.25 2.90	3.00 2.75	3.00 3.15	2.90 3.15	3.00 3.25
25.....	3.25 4.45	3.25 3.25	3.00 2.75	3.15 3.20	3.10 3.20	3.20 3.35
October 2.....	3.25 4.85	3.40 3.80	3.00 2.75	3.15 3.20	3.10 3.30	3.15 3.35
9.....	3.25 4.65	3.80 3.40	3.00 2.75	3.10 3.25	3.10 3.35	3.25 3.40
16.....	3.25 4.50	3.80 3.50	3.00 2.75	3.10 3.30	3.05 3.30	3.30 3.35
23.....	3.25 4.50	3.80 3.25	3.00 2.75	3.35 3.50	3.20 3.45	3.20 3.50
30.....	3.25 3.80	3.50 3.00	2.00 2.75	3.30 3.40	3.10 3.35	3.00 3.25
November 6.....	3.25 5.00	3.75 3.60	3.25 3.75	3.40 3.55	3.25 3.50	3.25 3.55
13.....	3.25 4.75	3.00 3.70	3.50 3.00	3.35 3.45	3.25 3.40	3.25 3.45
20.....	3.25 4.95	3.60 3.75	3.50 3.00	3.30 3.40	3.10 3.35	3.10 3.30
27.....	3.25 4.60	3.65 3.50	3.75 3.25	3.35 3.45	3.25 3.45	3.35 3.50
December 4.....	3.25 4.75	3.70 3.75	3.75 3.25	3.25 3.35	3.15 3.30	3.15 3.35
11.....	3.25 5.10	3.90 3.70	3.75 3.50	3.30 3.40	3.20 3.30	3.20 3.40
18.....	3.25 4.70	3.15 3.25	3.00 3.75	3.20 3.30	3.10 3.25	3.10 3.30
24.....	3.25 4.90	3.15 3.25	3.00 3.75	3.25 3.35	3.15 3.30	3.15 3.35

TOBACCO.

LEAF TOBACCO.

The receipts of Leaf Tobacco for the past two years compare as follows:

Year.	Hogsheads.	Packages.
1896.....	85,947	10,135
1895.....	48,642	9,478

Nearly all of the Leaf Tobacco was brought from points outside the State and used by the local factories in the manufacture of Tobacco, Snuff and Cigars.

The crop of the State was estimated at 6,680,000 pounds. The shipments were 3,959 hogsheads.

MANUFACTURED TOBACCO.

In the manufacture of tobacco the 1st Missouri District still leads the world. The total amount of chewing and smoking tobacco manufactured in the United States for the fiscal year ending June 30, 1896, was 253,667,137 pounds. Of this amount the 1st Missouri District produced 53,134,513 pounds or 21.31 per cent, nearly all of which was the output of St. Louis factories.

The output of the larger districts for the past two fiscal years was as follows:

State.	District.	City.	1895.	1896.
Missouri.....	First	St. Louis.	59,847,555 lbs.	54,204,464 lbs.
New Jersey.....	Fifth.	Newark.	17,788,516 "	16,444,815 "
Kentucky.....	Fifth.	Louisville.	22,341,765 "	39,570,715 "
Michigan.....	First.	Detroit.	16,767,954 "	15,572,522 "
Ohio.....	First.	Cincinnati.	17,560,146 "	18,657,261 "
Virginia.....	Second.	Richmond.	14,989,328 "	13,612,763 "
North Carolina.....	Fifth.	Asheville.	14,905,290 "	15,748,022 "
Virginia.....	Sixth.	Lynchburg.	11,064,674 "	11,121,333 "

The output for the District for the calendar year 1896 was 53,134,513 pounds, of which St. Louis factories turned over 46,235,177 pounds, or nearly 90 per cent. The manufacture of cigarettes was 316,763,000 as against 25,064,000 in 1895. The number of cigars manufactured in the First District was 47,192,814, of which 39,192,000 were from factories within the city limits. St. Louis is also one of the largest jobbing centers for cigars. All lines are carried and a large territory is supplied from this market.

The outlook for the future indicates that the output of St. Louis will be considerably increased the coming year. A new factory is nearing completion which will be the largest in the world, and will be in operation a portion of the year.

In addition to the amount produced by city factories 16,233,510 pounds of manufactured tobacco was received during the year. Total shipments were 64,114,500 pounds.

FIRST INTERNAL REVENUE COLLECTION DISTRICT.

YEAR.		Tobacco manu- factured. Lbs.	Am't tax paid.
Fiscal,	1872	5,751,185	\$1,358,717 50
"	1873	5,441,873	1,094,800 03
"	1874	4,794,965	1,154,651 52
"	1875	6,334,408	1,317,583 26
"	1876	4,928,147	1,185,713 92
Calendar,	1877	5,484,431	1,319,036 16
"	1878	5,990,801	1,440,716 84
"	1879	8,670,466	1,477,899 00
"	1880	19,889,784	2,063,549 45
"	1881	17,234,869	2,751,307 00
"	1882	17,170,190	2,728,525 82
"	1883	23,835,729	2,219,433 19
"	1884	22,631,104	1,818,562 27
"	1885	28,517,401	2,235,023 06
"	1886	32,448,956	2,484,204 41
"	1887	40,284,675	3,232,774 00
"	1888	40,009,305	3,200,744 26
"	1889	44,964,667	3,597,173 39
"	1890	51,792,102	4,143,368 21
"	1891	50,384,436	3,023,066 34
"	1892	57,677,351	3,460,641 09
"	1893	50,465,947	3,027,938 87
"	1894	57,097,445	3,425,846 73
"	1895	57,447,810	3,448,578 60
"	1896	53,134,513	3,188,070 78

The manufacturers of the past five years can be classified as follows:

	1896. Pounds.	1895. Pounds.	1894. Pounds.	1893. Pounds.	1892. Pounds.
Plug Chewing Tobacco . . .	48,592,576	53,485,780	51,634,424	45,613,168	53,293,903
Fine Cut.....	83,390	110,510	88,181	128,160	145,862
Smoking.....	4,458,547	4,866,121	5,348,083	4,696,853	5,424,122
Snuff.....	23,931	23,899	26,807	27,487	30,769
Total.....	53,157,444	57,476,310	57,097,445	50,465,667	57,894,645

CIGARS.

YEAR.		Manufact'd.	Amount of tax paid.
Fiscal,	1873	33,003,960	\$ 165,464 75
"	1874	35,435,330	178,283 45
"	1875	34,037,633	169,223 30
"	1876	31,341,375	161,651 25
Six mon's	1877	17,568,717	105,520 30
Calendar	1878	36,590,500	219,363 00
"	1879	35,049,043	210,323 25
"	1880	36,339,575	220,207 45
"	1881	41,837,917	251,207 30
"	1882	40,877,750	245,228 50
"	1883	40,031,079	198,674 24
"	1884	41,337,500	221,094 40
"	1885	41,436,320	221,510 57
"	1886	43,536,363	230,750 00
"	1887	46,733,973	240,198 32
"	1888	47,394,330	241,823 16
"	1889	46,239,325	239,367 03
"	1890	38,934,200	.....
"	1891	53,974,963	259,323 25
"	1892	56,964,376	270,953 13
"	1893	53,787,160	261,316 47
"	1894	51,435,580	254,306 59
"	1895	49,073,890	247,221 03
"	1896	47,192,814	241,573 46

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR
SIX YEARS.

	1896.	1895.	1894.	1893.	1892.	1891.
Tobacco.....lbs.	46,235,177	57,452,411	57,070,638	50,438,180	57,563,376	50,323,730
Cigars M.....	39,192	49,073	51,435	53,787	56,964	53,374
Cigarettes M.....	316,763	25,064	1,079	289,800	.....	.....
Snuff.....lbs.	22,931	22,599	26,807	27,467	30,769	31,639

MANUFACTURE OF TOBACCO AND CIGARS IN THE UNITED STATES.

Statement showing the number of Cigars and Cigarettes, also the number of pounds of Snuff and Chewing and Smoking Tobacco, on which Internal Revenue Tax was paid in the United States during the fiscal year ended June 30, 1896.

[Furnished by the Honorable Commissioner of Internal Revenue, Washington.]

COLLECTION DISTRICTS.	Location of Collectors' Office.	Cigars, Number.	Cigarettes, Number.	Snuff, Pounds.	Chewing & Smoking Tobacco, Pounds.
Alabama.....	Birmingham.....	6,295,393	.....	.....	7,240
Arkansas.....	Little Rock.....	1,620,578	.....	.....	17,090
California—1st dist.....	San Francisco.....	60,013,433	5,028,980	5,708	893,460
Colorado, including the State of Nevada.....	Sacramento.....	4,077,907	.....	.....	28,357
Connecticut, including the State of Rhode Island.....	Denver.....	13,888,797	10,040	.....	35,999
Florida.....	Hartford.....	41,750,848	183,500	.....	27,731
Georgia.....	Jacksonville.....	163,618,487	1,824,620	.....	65,191
Illinois—1st dist.....	Atlanta.....	4,567,057	8,300	.....	9,703,908
— 5th dist.....	Chicago.....	181,374,990	a 5,889,300	389,087	24,393
— 8th dist.....	Peoria.....	13,567,990	.....	14,200	1,433,088
— 13th dist.....	Springfield.....	51,919,290	.....	.....	43,234
Indiana—6th dist.....	Cairo.....	11,766,477	.....	.....	155,848
— 7th dist.....	Lawrenceburg.....	45,628,490	9,000	350	85,649
Iowa—3rd dist.....	Terre Haute.....	15,045,500	.....	405	81,879
— 4th dist.....	Dubuque.....	13,146,118	.....	145	39,262
Kansas, including the Indian and Oklahoma Territories.....	Burlington.....	47,945,543	437,300	.....	1,961,931
Kentucky—2nd dist.....	Leavenworth.....	19,067,947	.....	15	29,570,713
— 5th dist.....	Owensboro.....	3,122,597	.....	153,802	1,996,508
— 6th dist.....	Louisville.....	30,180,897	202,300	.....	145,395
— 7th dist.....	Covington.....	5,513,950	.....	.....	68,990
— 8th dist.....	Lexington.....	2,980,883	.....	.....	1,119,969
Louisiana, including the State of Mississippi.....	Richmond.....	109,100	150,305,920	31,877	8,626,641
Maryland, inc. Delaware, Dist. Col. and 2 counties of Va.....	New Orleans.....	83,124,027	70,886,300	735,810	21,965
Massachusetts.....	Baltimore.....	81,940,230	b 3,551,160	62,737	15,022,533
Michigan—1st dist.....	Boston.....	115,008,397	202,460	28,671	53,241
— 4th dist.....	Detroit.....	83,537,713	74,700	454	149,767
Minnesota.....	Grand Rapids.....	19,017,817	889,300	30,998	54,904,464
Missouri—1st dist.....	St. Paul.....	41,931,183	.....	23,848	489,870
— 6th dist.....	St. Louis.....	49,043,537	159,223,320	.....	.....
— 8th dist.....	Kansas City.....	16,134,763	8,000	.....	.....

a Including 13,100 at \$3.00 per thousand. b Including 50,900 at \$3.00 per thousand.

MANUFACTURE OF TOBACCO AND CIGARS IN THE UNITED STATES—Continued.

COLLECTION DISTRICTS.	Location of Collectors' Office.	Cigars, Number.	Cigarettes, Number.	Snuff, Pounds.	Chewing & Smoking Tobacco, Pounds.
Montana, incl. the State of Idaho and Territory of Utah...	Helena.....	4,999,990	.....	.....	8,475
Nebraska, including the States of North and South Dakota.	Omaha.....	18,121,040	.....	.....	46,304
New Hampshire, including Maine and Vermont.....	Portsmouth.....	15,922,440	.....	.....	2,924
New Jersey—1st dist.....	Camden.....	10,898,857	35,100	.....	7,596
"—5th dist.....	Newark.....	69,190,835	1,553,160	4,686,426	16,444,815
New Mexico, including the Territory of Arizona.....	Santa Fe.....	69,475,920	318,000	.....	4,727,600
New York—1st dist.....	Brooklyn.....	69,688,077	8,266,780c	5,623	6,890,844
"—2nd dist.....	New York.....	131,247,900	1,319,185,807d	1,876	1,647,805
"—3rd dist.....	New York.....	515,464,513	3,300,868,000c	65,535	1,351,936
"—14th dist.....	Albany.....	104,798,620	.....	2,144	873,098
"—21st dist.....	Syracuse.....	110,898,287	.....	800	1,747,545
"—28th dist.....	Rochester.....	64,253,610	615,361,400	11,263	9,788,400
North Carolina—4th dist.....	Raleigh.....	5,241,677	508,473,040	73,500	15,743,032
"—5th dist.....	Asheville.....	1,022,243	89,250,680	30,371	18,657,351
Ohio—1st dist.....	Cincinnati.....	208,518,307	6,945,140	49	1,013,765
"—10th dist.....	Toledo.....	87,351,805	.....	291,237	310,585
"—11th dist.....	Cleveland.....	112,444,007	169,8007	413	27,760
Oregon, Inc. State of Washington and Territory of Alaska	Portland.....	7,130,813	.....	180	1,357,125
Pennsylvania—1st dist.....	Philadelphia.....	851,186,386	8,092,460	8,653,035	144,960
"—9th dist.....	Lancaster.....	535,381,348	338,580	4,349	806,847
"—12th dist.....	Scranton.....	30,773,617	1,086,600	815,678	799,850
"—23rd dist.....	Pittsburgh.....	893,675,947	692,5000g	.....	62,217
South Carolina.....	Columbia.....	943,518	27,480	.....	705,139
Tennessee—2nd dist.....	Knoxville.....	1,722,450	.....	1,632,897	1,167,692
"—5th dist.....	Nashville.....	2,985,787	106,160	.....	56,112
Texas—3rd dist.....	Austin.....	6,779,890	.....	.....	19,688
"—4th dist.....	Dallas.....	4,483,943	.....	71,390	13,613,763
Virginia—2nd dist.....	Richmond.....	103,458,967	9,102,860	736,840	11,181,433
"—6th dist.....	Lynchburg.....	7,020,280	4,165,900	.....	8,123,042
West Virginia.....	Parkersburg.....	60,093,713	1,000	.....	5,093,827
Wisconsin—1st dist.....	Milwaukee.....	83,868,743	497,020	3,188	85,324
"—2nd dist.....	Madison.....	20,131,620	.....	10	.....
Total.....	.....	4,337,765,943	4,043,798,757	12,546,509	253,657,137

c Including 31,960 at \$5.00 per thousand. d Including 1,170,446 at \$3.00 per thousand. e Including 122,200 at \$3.00 per thousand.

f Including 3,600 at \$5.00 per thousand. g Including 10,000 at \$8.00 per thousand.

BAGGING AND IRON TIES.

The manufacture of Bagging was about 8,000,000 yards, and the stock about 1,000,000 yards at the close of the year. Prices advanced during the entire season under higher prices for raw material, and a very regular demand during the baling season. The two factories located in St. Louis were in operation most of the year.

Iron Ties have sold to about the extent of last year. Prices were higher during the active part of the season, but declined later, and at the close were held at 60 cents per bundle.

RECEIPTS OF FLAX-TOW AND JUTE FOR NINE YEARS.

RECEIPTS.	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.	1888.
Flax-tow, bales.....			406	640	384	.....	429	603	114
Jute, bales.....	7,102	7,762	1,625	12,604	22,846	41,151	44,019	67,306	85,089

SHIPMENTS OF BAGGING FOR TEN YEARS.

SHIPMENTS.	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.
Bagging, pcs.	181,811	299,071	295,059	267,593	317,205	392,711	378,640	331,330	181,104	380,609

BAGGING MANUFACTURED.

1896.....	8,000,000 yards.
1895.....	11,700,000 "
1894.....	13,000,000 "
1893.....	12,000,000 "
1892.....	13,000,000 "
1891.....	15,000,000 "
1890.....	12,000,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1896.....	1,000,000 yards.
" 1895.....	1,200,000 "
" 1894.....	1,000,000 "
" 1893.....	200,000 "
" 1892.....	800,000 "
" 1891.....	50,000 "
" 1890.....	1,000,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1896.....	42,129	2,106,450
1895.....	3,020	151,000
1894.....	1,577	78,850
1893.....	13,380	669,000
1892.....	12,433	621,850
1891.....	22,820	1,141,000
1890.....	54,508	2,725,400

TRADE AND COMMERCE OF
HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1896.....	100,600	1896.....	107,176
1895.....	86,054	1895.....	114,505
1894.....	113,110	1894.....	123,718
1893.....	113,116	1893.....	123,535
1892.....	122,076	1892.....	153,944
1891.....	109,040	1891.....	117,310
1890.....	86,718	1890.....	101,535
1889.....	78,301	1889.....	81,573
1888.....	68,111	1888.....	85,908
1887.....	68,972	1887.....	89,590
1886.....	60,133	1886.....	99,377
1885.....	59,629	1885.....	99,743
1884.....	53,463	1884.....	94,433
1883.....	17,574	1883.....	103,800

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1895 and 1896:

	1895.	1896.
Bushels of grain mashed and distilled.....	276,542	195,798.13
Spirits produced, gals.—Bourbon.....	204,908	143,833.7
Alcohol.....	229,109	97,495.9
Gin.....	13,517	None.
Highwines.....	None.	27.5
Pure neutral or cologne spirits.....	750,951	583,000.2
Rye Whisky.....	50,581	29,090.6
Total.....	1,248,086	963,583.3
Average yield of spirits per bushel.....	4.51 gals.	4.41 gals.
Amount of tax paid, at \$1.10 per gallon.....	{ 1,023,627 tax gals. \$1,125,989.78	{ 883,310.8 tax gals. \$971,641.88
Alcohol withdrawn for scientific purposes free of tax.....	561 gals.	912.4 gals.
Whisky allowed by reason of leakage and evaporation.....	13,333 "	22,233.3 "

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1895.	Dec. 31, 1896.
Bourbon.....	175,917 gals.	187,340.1 gals.
Alcohol.....	3,305 "	1,589.6 "
Gin.....	None.	None.
Pure neutral or cologne spirits.....	31,796 "	5,119.7 "
Rye Whisky.....	63,839 "	32,530.5 "
Total.....	274,847 "	226,570.9 "

SPIRITS RECTIFIED OR COMPOUNDED.

1896.....	2,332,374.17 gals.	1890.....	2,153,456.96 gals.
1895.....	2,232,155.18 "	1889.....	3,257,364.13 "
1894.....	2,932,800.23 "	1888.....	2,184,546.62 "
1893.....	3,182,037.00 "	1887.....	2,109,342.16 "
1892.....	3,357,411.73 "	1886.....	2,455,667.09 "
1891.....	3,283,492.37 "		

Total number of gallons gauged in three years by U. S. Gaugers:

1896.....	5,367,007.22 gals.	1895.....	5,245,632.53 gals.	1894.....	5,770,544.67 gals.
-----------	--------------------	-----------	--------------------	-----------	--------------------

Total number of wholesale liquor dealers' stamps issued on change of package:

1896.....	20,351	1895.....	20,192	1894.....	19,382
-----------	--------	-----------	--------	-----------	--------

NAVAL STORES.

	Tanks.	Bbls.	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch.
1896	142	604 =	16,981	49,902	75,098	8,475
1895	144	56 =	14,752	49,350	78,144	12,240
1894	156	1597 =	17,314	57,456	82,080	8,170
1893			15,679	44,870	51,375	12,048
1892			19,890	53,738	76,947	10,213
1891			19,470	56,322	75,322	5,679
1890			15,686	48,900	68,699	5,157
1889			18,900	49,897	69,800	4,167
1888			17,622	47,052	68,250	5,516
1887			18,262	45,231	66,200	8,675
1886			18,912	33,742	72,000	5,095
1885			13,125	48,273	66,860	7,343
1884			9,846	36,357 ....	.....	5,818
1883			12,286	40,010 ....	.....	5,779
1882			13,994	36,882 ....	.....	8,796
1881			5,045	41,717 ....	.....	6,293
1880 .			8,076	48,148 ....	.....	4,544

St. Louis still holds the most prominent position in the West for the sale of Naval Stores.

The receipts of the past year show increased receipts, all of which found a ready market. The business of the year was quite satisfactory to dealers.

LEAD.

PIG LEAD.

By John Wahl Commission Company.

The year 1896 has been an eventful one in the annals of the Pig Lead trade; chronicling as it has, lowest prices for lead in the history of the United States. The depression in values can be mainly attributed to very poor consumption, especially during the summer months, and to a rather heavy production. We produced from domestic ores nominally 185,000 short tons, which means an increase of say 10 per cent. over the year 1895. Supplies from foreign ores were also quite large owing to the continued heavy imports of lead from Mexico and British Columbia in the form of bullion.

A few years ago it was generally apprehended when the duty on foreign importations, either in the form of Pig Lead or ores were reduced from 2c to 1c a pound, that home production would materially suffer, but it seems just the reverse has been the case, and from year to year a gradual increase in production has been noticeable. This is not at all unnatural. Low prices of an article always means the greatest economy in producing and reducing general expenses; this is usually best attained when the output of a single producer is enlarged as much as possible.

About 80 per cent of America's production of lead emanates from ores carrying gold and silver, and very often it is considered as a by-product, only the precious metals being the main components of the ore.

The output of Missouri lead shows quite an increase over the preceding year, although the low prices during the summer months materially checked production.

The highest prices for pig lead were obtained during the early part of March when the metal sold as high as \$2.97½ in East St. Louis. The lowest price recorded was \$2.45 in October, although it was intimated about that time that a few lots were sold at \$2.40 to \$2.42½, the lowest price for which Pig Lead ever sold in this country. Prices advanced later and at the close of the year sales were made at \$2.75 to \$2.80.

The receipts of the year were 1,946,139 pigs, the largest but one in the history of the trade. Shipments were 1,406,327 pigs, the balance being taken by white lead manufacturers.

WHITE LEAD.

The manufacture of White Lead is one of the most important industries in St. Louis; as it is advantageously situated for the manufacture of this commodity, owing to its geographical position, and being centrally located, can distribute the manufactured product to advantage to all parts of the country. The principal brands manufactured in St. Louis of strictly pure lead are the Collier, Southern and Red Seal, some of which have been on the market for half a century, and have an established reputation for purity and general excellence from one end of the United States to the other. The volume of trade for 1896 was very large, considering the general depression in business of all kinds. Probably one-third of the White Lead manufactured in the United States is made in St. Louis, and its factories give employment to hundreds of men, and are equipped with the most modern machinery, and have been kept in constant operation during the year. All of the lead manufactured in St. Louis is made by the "Old Dutch process" of corrosion, which gives the product a superiority over so-called quick process leads. Experiments of all kinds are being constantly made, but as yet nothing has been found that has the durability or covering capacity of lead manufactured by this process of slow corrosion. The shipments of the year were 40,259,600 pounds.

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

Year.	Receipts	Shipm'ts.	Year.	Receipts	Shipm'ts.
1896.....	1,946,189	1,406,327	1892.....	1,197,895	687,219
1895.....	1,500,923	956,572	1881.....	925,406	625,398
1894.....	1,436,229	1,084,280	1880.....	764,837	425,085
1893.....	1,348,544	968,411	1879.....	817,594	408,128
1892.....	1,526,484	1,070,538	1878.....	764,357	523,964
1891.....	1,789,977	982,477	1877.....	790,026	473,361
1890.....	1,756,850	1,057,486	1876.....	665,557	404,300
1889.....	2,018,433	1,433,067	1875.....	579,902	336,976
1888.....	1,853,781	1,293,919	1874.....	479,448	218,506
1887.....	1,442,064	766,307	1873.....	356,087	216,040
1886.....	1,128,854	561,544	1872.....	265,769	63,882
1885.....	1,110,788	637,710	1871.....	239,961	56,080
1884.....	1,044,012	625,386	1870.....	237,039	63,474
1883.....	1,114,235	552,330	1869.....	226,306	87,261

SOURCES OF SUPPLY OF PIG LEAD FOR FIVE YEARS.

RECEIVED BY	1896.	1895.	1894.	1893.	1892.
Chicago & Alton R. R. (Mo. Div.).....	506,068	406,513	16,111	126,535	46,621
Missouri Pac. R. R.....	405,293	289,180	309,686	300,290	596,447
St. Louis & San Francisco R. R.....	167,296	202,888	224,696	354,250	246,234
Wabash Railway (West).....	79,815	68,164	235,963	103,963	119,816
St. Louis & Iron Mountain R. R.....	129,161	104,423	84,496	228,836	396,225
Illinois Central R. R.....	.....	400	.....	.....	.....
Louisville & Nashville.....	.....	.....	86	199	31
Chicago & Alton R. R. (Main Div.).....	500	1,012	.....	7,076	1,534
Toledo, St. Louis & K. C. Railway.....	.....	562	.....	.....	240
Vandalia R. R.....	.....	672	594	50	839
Wabash Railway (East).....	1,706	.....	.....	.....	900
Mobile & Ohio R. R.....	.....	.....	.....	.....	.....
Chicago, Peoria & St. Louis R. R.....	504	.....	43	.....	36
Chicago, Burlington & Quincy R. R.....	.....	600	.....	.....	.....
Keokuk & St. Louis R. R.....	99,162	.....	214,849	55,786	21,606
Upper Mississippi River boats.....	.....	70,445	.....	.....	.....
Lower Mississippi River boats.....	514,075	334,075	374,841	169,570	.....
Wagons.....	.....	.....	.....	.....	3,245
Total pigs.....	1,946,189	1,500,923	1,463,229	1,348,544	1,826,484

SHIPMENTS OF WHITE LEAD.

	POUNDS.		POUNDS.		POUNDS.
1896.....	39,161,275	1899.....	31,221,785	1893.....	37,411,686
1895.....	21,298,816	1890.....	36,750,065	1894.....	35,650,376
1897.....	34,267,429	1891.....	36,933,906	1895.....	42,606,979
1898.....	39,135,540	1892.....	36,988,337	1896.....	40,230,699

MONTHLY PRICES OF REFINED LEAD.

	1896.	1896.	1894.	1893.
January.....	2 75 @ 2 92½	2 75 @ 2 95	3 00 @ 3 05	3 55 @ 3 65
February.....	2 75 3 00	2 90 2 95	3 00 3 10	3 65 3 79
March.....	3 80 2 97½	2 90 2 95	3 02½ 3 25	3 65 3 80
April.....	2 75 2 82½	2 85 2 90	3 15 3 25	3 80 3 95
May.....	2 75 2 82½	2 85 3 10	3 10 3 20	3 82½ 3 60
June.....	2 75 2 82½	2 95 3 12½	3 02½ 3 15	3 67½ 3 15
July.....	2 67½ 2 80	3 05 3 20	3 10 3 30	3 40 3 05
August.....	2 42½ 2 65	3 25 3 37½	3 20 3 35	2 97½ 3 47½
September.....	2 50 2 60	3 05 3 15	3 23½ 3 10	3 75 3 50
October.....	3 46 2 70	3 05 3 22½	2 90 2 95	3 50 3 05
November.....	2 60 2 80	2 95 3 10	2 90 2 95	3 15 3 25
December.....	2 70 3 82½	2 90 3 10	2 90 2 92½	3 20 3 60

WOOL.

By FUNSTEN BROS. & Co.

The receipts of wool in this market for 1896 as reported by the various railroad lines of only 15,139,840 pounds against 21,593,780 pounds in 1895 and 24,861,455 pounds for 1894, would prove very discouraging to the wool trade but for the fact that the falling off in quantity has been due to the decrease in the sheep raising industry of the West. This decrease is estimated at sixty million pounds, consequently St. Louis has felt the effect, and had to bear its proportionate share of the loss.

The closing season has been a quiet and uneventful one. Values have fluctuated but little, and dullness and inactivity has ruled in all the large markets.

Notwithstanding the light receipts of the past year, our market has sustained its reputation as the leading market for western wool. It stands prepared to handle the new clip of 1897 with its usual promptness, and to furnish both means and facilities to the growers of the West. The wool business during the past thirty years has added millions of dollars to Eastern cities, and we believe by push and energy on the part of our merchants it can be made a powerful factor in the trade of this city.

HIDES.

From the Shoe and Leather Gazette.

The hide market was an exceedingly sensitive one from January to December. There was nothing still about it. The ups and downs of buffs illustrate fully the erratic course of hides and require few words of additional explanation.

The boom of '95 has not been repeated this year. Hide dealers and tanners have watched each other closely, and while in the latter portion of the twelve-month packers tried hard to force values beyond all reason and did get them past the safety point, yet tanners acted wisely and kept out of the market until a slump occurred. This desired effect was followed by strong pressure on the part of shoe manufacturers and jobbers to bear the leather market. Tanners began buying hides again and late in December prices advanced in consequence, putting an end to the bear movement.

LEATHER.

From the Shoe and Leather Gazette.

LEATHER TRADE OF 1896.

December, 1895, found leather on the down grade. The boom of 1895 had bursted, and leather had been declining all the fall and winter. The leather market was in an exceedingly depressed condition, and prices were made by buyers almost at their own sweet will. In December, however, a change came over the market and the downward tendency was checked.

January, 1896, brought considerable strength to the leather market, and prices moved up a notch, but the month closed on rather a weak market. Shoe leather braced up in February, but harness did not keep pace with it. Later in the month sole leather showed weakness again with prices uncertain, tanners becoming eager sellers. March was a quiet month throughout, "waiting" being the one feature.

Before the middle of May there was a decided stiffening in the leather markets and concessions were hastily withdrawn. Advances in hides and a demand for leather made higher prices of leather necessary and possible. This condition continued on through June and July until August with minor fluctuations, but no real advances of moment. The course of the market since August is told briefly and pointedly by the accompanying table:

Selection.	August.	December.
Oak sole leather.....	24	28
Scoured oak backs.....	25	30
Oak harness leather.....	24	28
Hemlock sole.....	19	22
Union sole.....	23	30
Russet collar.....	11	14
Grain leather.....	9	12

RECEIPTS AND SHIPMENTS FOR FIFTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1886.....	15,139,840	15,989,879	46,506,880	81,581,130
1886.....	21,593,780	20,526,100	44,169,790	78,039,400
1894.....	24,861,455	24,430,971	46,456,970	69,548,869
1898.....	15,024,436	15,726,165	45,011,866	61,523,479
1892.....	26,850,660	27,450,879	38,412,854	47,596,204
1891.....	21,975,964	21,464,553	34,744,949	39,487,733
1890.....	20,540,508	23,225,444	28,245,828	38,893,760
1889.....	21,018,920	18,389,336	39,732,042	36,445,068
1888.....	19,626,629	21,468,998	31,814,049	40,296,581
1887.....	17,847,186	17,892,868	26,175,973	31,476,838
1886.....	18,563,614	17,525,690	19,973,698	23,407,160
1885.....	21,193,031	26,145,815	20,364,833	26,386,035
1884.....	13,391,806	17,666,868	16,305,415	21,797,724
1883.....	18,868,729	20,903,974	17,453,244	30,806,980
1882.....	16,019,896	14,845,897	23,125,538	26,744,064
1881.....	11,198,273	9,817,584	30,079,814	28,088,686
1880.....	12,387,069	10,492,524	18,436,368	24,114,529

RECEIPTS OF PELTRIES AND FURS.

BUNDLES.		BUNDLES.	
1886.....	210,439	1886.....	18,889
1885.....	196,498	1885.....	17,474
1894.....	37,058	1894.....	15,469
1898.....	96,835	1893.....	16,591
1892.....	101,443	1892.....	18,069
1891.....	125,532	1891.....	16,115
1890.....	78,636	1890.....	12,073
1889.....	42,816	1879.....	10,638
1888.....	45,333	1878.....	10,489
1887.....	22,045	1877.....	12,966

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1886.....	78,108	1886.....	108,082
1890.....	84,464	1894.....	89,533
1891.....	92,335	1895.....	83,588
1892.....	98,896	1896.....	80,186

HAY.

Reported by St. Louis Hay Exchange.

If the "wheel" is driving out the horse, it certainly is not apparent as yet from the volume of hay that comes to market and is consumed.

The receipts in St. Louis for 1896 show an increase over the previous year of about 3,500 cars, and of 7,000 cars over 1894.

The market during the first half of the year ruled strong and active, with good average prices prevailing; during the last half, in sympathy with the general mercantile depression, the tendency was toward much lower prices, with a continued unsettled feeling that made it far from satisfactory to either buyer or seller.

The crop of 1896-97 was large, especially in the yield per acre, but it was more or less damaged after it was made, but before it was fully cured. As a result, a considerable proportion of the receipts have been of low grade stuff, which is not conducive to establishing or maintaining a stable value.

The year closed with liberal stocks of the low grade, and a very dull, narrow market.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1896.....	230,852	107,990
1895.....	195,552	69,046
1894.....	159,969	41,228
1893.....	141,238	34,066
1892.....	131,148	34,078
1891.....	141,896	38,268
1890.....	114,082	40,247
1889.....	118,246	53,922
1888.....	107,884	34,685
1887.....	85,594	22,961
1886.....	85,078	30,666
1885.....	97,975	35,685
1884.....	78,798	25,273
1883.....	82,540	22,636

Stock in store December 31st, 1895, about 7,500 tons.

" " " " 31st, 1896, " 8,250 "

RECEIPTS AND SHIPMENTS OF HAY DURING 1896.

BY	Receipts.	Shipm'ts.
Chicago & Alton R. R., Mo. Div.....	8,585	20
Missouri Pacific R. R.....	37,110	274
St. L. & San Francisco R. R.....	29,740	1,867
Wabash R. R. (West).....	26,278	422
St. L., Kas. City & Colo. R. R.....	20	206
Mo., Kansas & Texas R. R.....	34,469	57
St. Louis Southwestern R. R.....	185	111
St. L., Iron Mountain & Southern R. R.....	110	12,907
Illinois Central R. R.....	5,840	10,556
Louisville & Nashville R. R.....	685	16,738
Mobile & Ohio R. R.....	80	7,065
Louisville, Evansville & St. Louis R. R.....	605	3,020
Baltimore & Ohio S.-W. R. R.....	1,310	9,785
Chicago & Alton R. R.....	1,210	3,728
Cleveland, Cin., Chi. & St. Louis R. R.....	8,575	5,308
Vandalia & Terre Haute R. R.....	3,347	13,974
Wabash R. R. (East).....	3,870	6,849
Tol., St. Louis & Kansas City R. R.....	3,455	6,565
Chicago, Peoria & St. Louis R. R.....	4,703	5,614
Chicago, Burlington & Quincy R. R.....	37,995	1,375
St. Louis, Keokuk & Northwestern R. R.....	32,065	88
St. Louis, Chicago & St. Paul R. R.....	485	318
St. L., Belleville & Southern R. R.....		21
Upper Mississippi River.....	477	1,144
Lower Mississippi River.....	172	
Illinois River.....	31	
Missouri River.....	20	
Ohio, Cumb. & Tenn. Rivers.....		
Total, tons.....	230,352	107,980

MONTHLY RANGE OF PRICES OF HAY DURING 1896.

MONTHS.	Choice Timothy, per ton.	Choice Prairie, per ton.
January.....	\$12.00 @ 14.50	\$8.50 @ 10.00
February.....	12.00 13.50	8.50 9.50
March.....	12.00 14.00	8.50 10.00
April.....	12.50 15.50	8.50 10.00
May.....	13.00 15.50	8.50 10.00
June.....	12.00 13.75	7.00 8.50
July.....	10.00 14.00	5.50 8.00
August.....	10.00 13.00	5.00 7.50
September.....	9.00 11.00	5.50 6.50
October.....	9.50 12.00	6.50 7.50
November.....	9.50 12.50	7.00 7.50
December.....	10.50 12.50	7.00 7.50

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1866.....	539,666	89,163	454,160	267,106	9,340	23,625
1866.....	804,204	72,796	804,980	283,541	17,043	54,339
1864.....	246,630	60,787	620,500	228,404	8,628	23,306
1863.....	241,189	80,198	364,030	185,481	16,759	99,669
1862.....	290,487	48,963	473,300	280,280	38,266	249,323
1861.....	381,671	43,478	588,440	316,679	26,906	168,615
1860.....	326,189	33,840	168,080	346,691	25,578	70,690
1859.....	298,663	21,316	804,080	289,359	8,233	44,300
1858.....	330,110	24,649	254,700	258,410	22,321	137,660
1857.....	394,676	32,080	330,490	267,126	9,474	193,319
1856.....	400,358	51,992	247,160	386,487	11,658	56,324
1855.....	387,737	46,331	548,700	309,571	8,957	345,333
1854.....	436,440	58,237	496,800	318,933	13,246	228,020
1853.....	336,175	57,981	698,730	296,237	14,547	457,595
1852.....	297,425	42,750	368,390	301,188	16,519	245,071
1851.....	323,843	73,329	314,730	218,185	26,197	188,393
1850.....	312,379	61,348	335,668	239,163	21,688	.....
1849.....	244,966	78,345	439,788	231,965	21,691	.....
1848.....	271,621	178,781	.....	218,997	33,049	.....
1847.....	203,377	104,406	.....	184,384	26,519	.....
1846.....	243,153	14,850	.....	196,988	39,900	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1896.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Bush. In Bulk.	Sacks.	Bbls.	Bush. In Bulk.
Chicago & Alton R.R. (Mo. Div.).....	.....	.....	.....	.....	7,579	.....
Missouri Pacific Railroad.....	2,700	25	86,800	1,918	21,896	6,160
St. L. & San Francisco Railroad.....	805	100	15,680	90	22,378	1,099
Wabash Railroad (West).....	900	180	1,680	940	33,655	5,065
St. L., K. O. & Colorado R. R.....	.....	.....	.....	.....	900	.....
Mo., Kansas & Texas R. R.....	.....	.....	.....	25	59,351	.....
St. Louis Southwestern R. R.....	.....	.....	.....	.....	6,338	.....
St. L., Iron Mountain & So. R. R.....	.....	200	.....	6	19,111	3,598
Illinois Central R. R.....	6,845	1,278	99,120	50	19,638	1,128
Louisville & Nashville R. R.....	1,408	.....	1,120	75	1,462	508
Mobile & Ohio R. R.....	1,650	.....	.....	40	26,472	.....
L., B. & St. Louis R. R.....	.....	.....	.....	32	3,749	.....
Baltimore & Ohio S.-W. R. R.....	1,000	4,425	12,880	5	896	.....
Chicago & Alton R. R.....	1,820	550	680	.....	800	.....
O., C., C. & St. Louis R. R.....	615	140,325	84,640	21	247	2,890
Vandalia & Terre Haute R. R.....	385	7,755	68,680	.....	317	.....
Wabash Railroad (East).....	200	141,420	14,680	150	62	.....
Toledo, St. Louis & Kas. City R. R.....	22,330	33,420	58,240	.....	300	.....
Chicago, Peoria & St. Louis R. R.....	.....	.....	.....	.....	44	.....
Chicago, Burlington & Quincy R. R.....	.....	.....	.....	4,000	57	.....
St. L., Keokuk & N.-W. R. R.....	.....	90	.....	1,500	830	1,680
St. L., Chicago & St. Paul R. R.....	.....	.....	.....	.....	85	.....
St. L., Belleville & So. R. R.....	.....	.....	.....	.....	.....	569
Illinois river.....	.....	.....	.....	438	26,346	.....
Total.....	39,163	539,666	454,160	9,340	257,106	23,625

CANDIES.

St. Louis is one of the greatest candy markets in the United States. There are at present in operation seven large manufactories, employing on the average altogether about 800 hands, and paying in wages \$250,000 per annum. The yearly output has been estimated at 30,000,000 pounds, valued at \$2,500,000.

The trade extends over a territory comprising from thirty to thirty-five States, east to New York and the Atlantic Coast States, north to the British line, south to the Gulf. and west to California and Oregon.

The long existing prejudice of Eastern buyers against making purchases West, in this line as well as in others, has, by the energy and genius of our manufacturers, been entirely overcome, and the trade with Eastern jobbers has become one of the most important branches of the business.

There are in St. Louis some of the most expensive and complete machinery plants for the manufacture of candy that can be found anywhere in this country. Every new device that promises success is eagerly taken up. St. Louis and progress have become synonymous terms among confectioners in the United States. West of the Alleghenies St. Louis is viewed as the standard.

During 1896 the confectioners of St. Louis have maintained their reputation for high quality of goods and generally the trade has shown a gain over 1895 in volume, and the indications are for a fairly prosperous season during 1897.

DRIED FRUITS.

From the Interstate Grocer.

	1896.	1895.	1894.
Receipts, packages.....	80,455	150,908	99,405
Shipments, packages.....	140,590	182,363	219,062

The business done during the year 1896 in so-called domestic dried fruits, which term dealers apply to the product produced in the territory tributary to St. Louis—Missouri, Illinois, Arkansas and Tennessee—was the smallest in the history of the trade. The fruit crops were a total failure throughout the West and South, and, therefore, not much fruit was evaporated or sun-dried, so that dealers had little stock to work on. This deficiency was, however, more than offset by increased supplies from the East and North, where the fruit crops were the largest on record. New York State, Michigan and Canada never before raised such a large crop of apples as in the season of 1896, and the prices of both green and dried fruits were the lowest on record. St. Louis dealers reported a fair jobbing trade, yet in some sections business was curtailed somewhat by the strong competition put up by the Eastern dealers. St. Louis, owing to its central location, has been and always will be a large distributing point for dried fruits throughout the South and West, yet a total failure of the fruit crops of this section such as experienced this season naturally takes away a good portion of its trade.

RECEIPTS AND SHIPMENTS OF DRIED FRUITS.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS. Sks. and Bbls.
1896.....	80,455	140,590
1895.....	150,908	182,363
1894.....	99,405	219,062
1893.....	155,015	200,338
1892.....	150,796	218,455
1891.....	128,632	169,987
1890.....	150,917	212,330
1889.....	125,783	216,801

S E E D S.

RECEIPTS FOR FOUR YEARS.

SEEDS.	1896.			1895.			1894.			1893.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	2,758	666,300	.....	3,048	477,150	.....	1,847	421,850	.....	1,446	366,600	.....
Other ..	71,563	.....	.....	47,969	.....	.....	59,674	.....	.....	46,803	.....	.....
Cotton ..	.....	.....	3,645	.....	.....	2,413	.....	.....	3,998	.....	.....	90

Shipment of Flaxseed for 1893, 6,154 sacks and 45,975 bushels.

"	"	"	1890,	2,625	"	"	340,385	"
"	"	"	1890,	518	"	"	700,180	"
"	"	"	1891,	719	"	"	190,011	"
"	"	"	1892,	...	"	"	161,248	"
"	"	"	1893,	...	"	"	155,557	"
"	"	"	1894,	...	"	"	325,305	"
"	"	"	1895,	...	"	"	335,345	"
"	"	"	1896,	...	"	"	606,379	"

St. Louis is a prominent market for Flaxseed, a large proportion of the crop of the West being consumed in our mills. In the line of grass seeds, while this is not as prominent a market as some others, a large amount of seed is received here.

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 3 cents less) for three years.

	1896.		1895.		1894.	
January.....	86	@ 87	1 25	@ 1 40	1 12	@ 1 32
February.....	84	87	1 36	1 38	1 35	
March.....	53½	84	1 36	1 37	1 28	1 36
April.....	82	84	1 35	1 40	1 15	1 30
May.....	78	85	1 41		1 18	1 35
June.....	72	76	1 23	1 40	1 12	1 15½
July.....	64	71	1 18	1 25	1 14	1 32
August.....	60	70	96	1 16	1 19	1 25
September.....	60	64	86½	95	1 20	1 46
October.....	67	71	87	94½	1 40	1 44
November.....	68	77	86	88	1 37½	1 43
December.....	74	76	87	90	1 38	1 40

PRODUCE.

St. Louis is one of the largest markets in the country for Farm Produce. Being the nearest large market to the South, the early supply of vegetables and fruits first come to this market, and the North and Northwest are largely supplied from this point.

POTATOES.

In the handling of potatoes, St. Louis probably exceeds any other city. In addition to the large receipts at this point, which equaled 2,189,292 bushels in 1896, large shipments are made from the American bottom opposite St. Louis on the Illinois side, a rich strip of bottom land about twenty-five miles long and five miles wide. During the past year St. Louis firms shipped, from various points in the American bottom, 5,525 carloads of potatoes, averaging 500 bushels to the car, a total of 2,762,500 bushels. While this is a part of St. Louis business, it does not appear in the records of the Exchange, for the reason that shipments are made direct and do not pass through St. Louis, and consequently are not credited in the tonnage at this point. In addition to the amounts thus shipped, a large quantity was received by our dealers by wagons, of which no account has been kept. It is estimated that the amount thus received is about equal to the city consumption, which is placed at 3,500 bushels per day. This would amount to 1,277,500 bushels, which would about equal the wagon receipts for the year so that the total business of St. Louis potatoes for the year 1896 can be placed at 6,000,000 bushels.

ORANGES AND LEMONS.

The receipts of the year of oranges and lemons were 444,539 boxes, being somewhat less than for past years.

Receipts of oranges were comparatively light, due largely to the failure of the Florida crop for the past two years. St. Louis for many years has drawn most of its supplies from Florida, and the fruit became so widely known that it sold higher even than foreign, Mexican or Far West fruits, the famous California Navals ranging next. The low prices of apples and other competing fruits also influenced the receipts of oranges.

Receipts of lemons also were light, estimated at 81,000 boxes, and were handled mostly during the four months of May, June, July and August.

GRAPES.

St. Louis is a prominent grape market. The total receipts for 1896 amounted to approximately 476 cars, averaging 3,000 baskets to the car,

which was, however, not equal to the receipts of 1894 and 1895. The majority of the car loads came from Ohio, New York and Pennsylvania.

Local receipts by farmers wagons are not included, as no estimate can be made.

BANANAS.

The receipts for the year were very large, all things considered, reaching the surprising figures of 715 cars. In the face of the immense fruit crop and low prices competing, the magnitude of the banana trade is difficult to explain. No other fruit has so steadily gained in popularity during the past twenty years. In view of the fact that the cost delivered here averages over \$300.00 per car, some idea can be formed of what the consumers had to pay for this one fruit during the year.

CABBAGE.

St. Louis is the greatest cabbage market in the country, the consumption being large. However, in addition to the local demands, the call for kraut making draws heavily on the offerings.

During the past year the receipts were 950 cars, but the local crop, which is not included in this report, is far in excess of this amount.

130,000 packages of kraut were manufactured in this market during the past season.

APPLES.

The receipts of apples for the past year were 484,928 barrels, the largest receipts for many years. St. Louis is a distributor for the South and Southwest, and also handles at times large quantities of apples for export.

Like other articles of produce, considerable quantity is received by wagons, of which no account is kept.

From the Interstate Grocer.

CHEESE.

	1896.	1895.	1894.
Receipts, boxes.....	754,421	472,953	487,618
Shipments, boxes.....	204,062	186,114	192,567

Dealers report that business was quite satisfactory during the year 1896 and that trade was up to the average, yet the general depression in financial and commercial circles during part of the year, no doubt, curtailed trade to some extent and reduced its volume. The low prices current during the summer depression and prior to the election enabled dealers to lay in a supply at comparatively low prices. The stock of cheese in St. Louis on January 1, 1896, was 5,500 boxes, but these were easily cleaned up before the season came to a close under a good, healthy demand. Trade during the summer and early fall was rather duller than usual, but when it became apparent towards close of the year that the

production was going to be short, a better, and, in fact, quite healthy feeling developed and at the end of the year stocks in hands of dealers were only 4,800 boxes.

BUTTER.

	1896.	1895.	1894.
Receipts, pounds.....	16,121,802	14,812,095	14,188,544
Shipments, pounds.....	4,637,048	5,084,840	5,133,055

The butter trade for the year 1896, considering all other lines of business, has been quite satisfactory. The receipts were the largest on record, though the shipments were smaller than for several years, which indicated an increased local consumption. The year was begun with no large hold-over stocks to interfere with the new make, which was rather full and more continuous throughout the year than usual. There has also been less fluctuations in prices than in past years and no extremes reached, as with but few exceptions reasonably low prices prevailed. It was noticed that while the make of ordinary country butter and even of dairy was gradually growing less, creamery butter continued to come in increased quantity and improved quality. Missouri furnishing a respectable amount and giving promise of soon becoming quite a dairy State. Its creameries, as far as heard from, last year reported an output of butter amounting to over 1,500,000 pounds. Prices at close of the year were a little lower than at beginning of the year, and stocks at storage points were reported as fairly well disposed of.

EGGS.

	1896.	1895.	1894.
Receipts, cases.....	796,490	654,938	508,773
Shipments, cases.....	494,830	418,014	317,235

A further substantial gain is noted in the trade in eggs during 1896, as both the receipts and shipments were the largest on record. There were not only more eggs consumed in the city, but the outside order and shipping trade was also increased, which was due to the excellent reputation that the eggs put up by St. Louis dealers bear all over the country. This increase in business was partly the result of improved methods of refrigeration, which has materially cheapened the cost of cold storage—the only way in which eggs can be kept any length of time without spoiling. A number of public as well as private plants have been added to the cold storage facilities of the city, and more eggs were put away during the summer and fall than ever before. Not many years ago eggs usually commanded such a high price during the winter months that the consumption was materially lessened, but now enough eggs are put away when they are overabundant and cheap in the summer, so that dealers are enabled to hold the price at a reasonable figure and thereby keep up a steady, good consumption all through the winter.

By	RECEIPTS.						SHIPMENTS.			
	Apples. Barrels.	Oranges and Lemons. Boxes & Barrels.	Onions.		Potatoes.		Apples. Barrels.	Onions. Pckgs.	Potatoes.	
			Pckgs.	Bush.	Sk. and Barrels.	Bush.			Pckgs.	Bush.
Chicago & Alton R. R. Mo. Div.	5,957	69,337	...	...	210	...	12,136	...	...	400
Missouri Pacific R. R.	88,870	6,695	443	500	551	7,200	4,053	1,158	4,994	5,720
St. Louis & San Francisco R. R.	9,927	80,555	...	...	88,190	87,800	2,508	2,508	86,449	1,200
Wabash R. R. (west)	15,944	44,511	707	13,000	454	...	8,124	10,268	41,073	1,520
St. Louis, Kansas City & Colorado R. R.	8,934	96,821	3,077	...	...	...	12,152	5,412	...	12,150
Missouri, Kansas City & Texas R. R. ....	...	300	...	...	650	1,850	31,644	9,857	85,211	89,357
St. Louis Southwestern R. R.	1,245	22,780	534	...	805	1,800	52,188	22,798	72,068	53,690
St. Louis Iron Mountain & So. R. R.	7,621	1,105	...	...	185,469	56,250	26,992	5,207	4,412	76,242
Illinois Central R. R.	8,963	1,355	170	1,000	10,968	84,550	9,927	2,699	8,965	112,195
Louisville & Nashville R. R.	215	54,886	5,785	500	2,712	18,450	21,449	1,776	8,892	40,188
Mobile & Ohio R. R.	8,245	...	437	...	85,229	46,850	717	418	1,981	8,920
Louisville, Evansville & St. Louis R. R.	31,680	8,235	6,081	...	8,241	13,350	507	780	4,892	6,250
Baltimore & Ohio Southwestern R. R.	13,880	680	4,725	14,000	1,552	84,500	8,922	1,294	89,152	23,680
Chicago & Alton R. R.	21,541	16,520	15	4,000	8,164	...	4,485	586	82,126	171,450
Cleveland, Cin., Chi. & St. Louis R. R.	23,127	2,945	1,595	17,500	2,017	145,000	8,456	700	8,953	...
Vandalia & Terre Haute R. R.	76,005	28,885	450	23,500	4,968	144,000	13,422	404	78,113	89,600
Wabash R. R. (east)	163,229	29,019	5,053	45,500	80	137,850	1,016	1,985	50,778	11,470
Toledo, St. Louis & Kansas City R. R.	1,755	...	200	500	7,115	16,500	1,081	411	3,604	1,500
Chicago, Peoria & St. Louis R. R.	6,195	...	445	45,500	886	86,700	5,188	22	4,154	8,960
Chicago, Burlington & Quincy R. R.	27,065	14,851	18,475	13,500	1,508	137,200	2,698	861	6,185	...
Keokuk & St. Louis R. R.	8,545	...	15	10,500	15	105,000	435	...	1,162	400
St. Louis & Chicago R. R. ....	...	...	...	...	...	...	...	...	...	...
St. Louis & Eastern R. R.	8,581	...	9,058	1,500	928	7,000	...	...	...	...
Upper Mississippi River	6,572	...	12,060	...	82,118	...	2,977	3,575	9,650	...
Lower Mississippi River	1,952	...	6	...	87	...	...	...	...	...
Illinois River .....	...	...	...	...	...	...	...	...	...	...
Missouri River .....	...	...	...	...	...	...	...	...	...	...
Ohio, Cumberland and Tenn. Rivers .....	...	...	...	...	564	...	...	...	...	...
Total, 1886	484,929	444,539	75,523	191,500	526,064	1,198,100	211,599	73,188	484,105	689,152
" 1886	489,601	554,973	1,633	190,500	445,407	1,189,150	305,474	70,310	400,747	826,724
" 1884	559,951	563,752	13,003	185,500	165,574	1,288,000	217,871	94,798	448,521	826,480
" 1888	197,478	531,978	37,105	131,150	159,668	1,243,250	169,844	118,187	845,107	457,480
" 1882	237,457	431,085	59,413	185,000	184,267	1,398,000	139,655	145,120	843,795	458,173
" 1881	202,563	386,910	67,723	200,000	185,529	1,417,150	95,478	180,524	262,531	539,551

TRADE AND COMMERCE OF BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.
1896.....	12,914	85,250	25,763	.....	19,880	61,871
1896.....	17,878	18,150	64,761	.....	500	75,977
1894.....	2,281	21,450	37,574	.....	.....	80,216
1893.....	1,370	28,600	62,816	.....	.....	73,337
1892.....	4,889	26,950	47,138	.....	1,263	77,990
1891.....	6,346	158,950	46,840	.....	23,231	78,234
1890.....	2,300	180,600	58,696	.....	19,000	80,182
1889.....	2,850	119,900	28,223	965	502	87,129
1888.....	4,875	106,500	37,534	3,538	7,959	97,163
1887.....	5,786	149,000	71,978	8,777	4,690	66,980
1886.....	23,345	217,500	45,420	9,626	500	56,289
1885.....	16,593	53,000	37,178	247	500	56,645
1884.....	8,990	44,000	28,768	708	6,085	33,171
1883.....	4,542	102,500	39,593	923	40,661	28,641
1882.....	6,435	264,250	24,134	685	66,004	34,064
1881.....	13,384	174,000	49,847	21,141	51,518	33,680
1880.....	9,067	275,000	25,283	9,135	22,500	17,900
1879.....	5,619	499,650	24,008	1,338	48,064	16,928
1878.....	18,876	239,500	14,846	2,907	23,435	10,356
1877.....	78,123	.....	17,074	25,574	.....	12,506
1876.....	69,133	.....	13,033	23,723	.....	11,973

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1896.

Small lots sold 5 @ 10 cents less.

January.....	\$1 25	July.....	\$1 20 @
February.....	1 25	August.....	1 00
March.....	1 20 @ 1 25	September.....	97½ 1 00
April.....	1 20	October.....	95 97½
May.....	1 20	November.....	97½ 1 00
June.....	1 20	December.....	1 15 1 25

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY YEARS.

YEARS.	POTATOES.						ONIONS.					
	RECEIPTS.			SHIPMENTS.			RECEIPTS.			SHIPMENTS.		
	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.
1896..	328,064	1,195,100	2,189,292	484,105	639,152	2,091,467	76,623	191,500	73,188	.....	.....	.....
1895..	445,407	1,133,150	2,469,371	400,747	826,724	2,028,965	71,635	190,500	70,310	.....	.....	.....
1894..	165,674	895,500	1,392,522	348,521	269,490	1,345,053	58,603	156,000	94,795	.....	.....	.....
1893..	133,688	1,243,250	1,643,314	346,107	457,246	1,495,567	87,105	141,150	116,187	.....	.....	.....
1892..	134,247	1,283,900	1,686,641	343,795	458,173	1,489,558	99,418	138,500	145,190	.....	.....	.....
1891..	138,329	1,417,150	1,832,137	262,681	539,551	1,327,444	67,728	250,000	130,824	.....	.....	.....
1890..	121,773	1,111,000	1,476,919	333,767	377,178	1,372,479	53,613	106,500	87,467	.....	.....	.....
1889..	98,373	697,800	992,919	453,446	731,901	2,092,239	65,482	125,500	19,290	.....	.....	.....
1888..	170,781	707,150	1,219,403	396,083	234,537	1,422,786	93,874	77,400	99,373	.....	.....	.....
1887..	167,412	799,400	1,301,636	372,405	194,403	1,311,618	70,407	51,000	99,762	.....	.....	.....
1886..	113,700	471,850	812,950	539,633	180,645	1,789,544	33,732	134,500	73,602	.....	.....	.....
1885..	109,786	691,750	1,021,108	545,312	123,007	1,758,943	89,143	48,450	73,612	.....	.....	.....
1884..	158,857	700,275	1,176,846	274,112	128,009	1,020,345	108,261	45,100	75,297	.....	.....	.....
1883..	206,397	859,700	1,478,891	322,940	97,877	1,008,697	75,158	71,500	95,645	.....	.....	.....
1882..	194,639	754,450	1,338,367	330,121	152,181	1,142,544	68,937	77,000	71,313	.....	.....	.....
1881..	190,312	807,818	1,378,754	219,644	44,129	702,061	67,678	25,000	48,710	.....	.....	.....
1880..	142,424	374,150	801,422	250,465	84,984	836,379	73,571	.....	45,427	.....	.....	.....
1879..	155,499	496,550	963,047	239,914	31,121	750,863	60,866	.....	43,635	.....	.....	.....
1878..	108,575	276,950	548,388	154,079	161,159	546,356	66,238	.....	39,021	.....	.....	.....

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1896.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipm't boxes.
Chicago & Alton R.R. (Mo. Div.).....	133,800	.....	.....	1,684
Missouri Pacific R.R.....	3,686,835	27,625	435	12,867
St. L. & San Francisco R.R.....	185,440	88,900	55	12,802
Wabash Railway, (West).....	869,410	109,750	1,258	9,538
St. L. Kas. City & Colo R. R.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	63,800	890	185	8,795
St. Louis, S. W. R. R.....	330	118,010	.....	17,866
St. L. Iron Moun. & South'n R.R.....	3,340	1,103,268	460	104,942
Illinois Central R. R.....	967,180	493,495	1,590	11,584
Louisville & Nashville R.R.....	9,180	117,585	30	1,686
Mobile & Ohio R.R.....	62,560	1,500	50	7,436
Louisville, Evansville & St. Louis R. R.....	10,870	10,060	.....	850
Baltimore & Ohio S. - W. R. R.....	5,020	11,100	490	1,979
Chicago & Alton R.R.....	1,333,360	110,010	3,665	182
Cleveland, Cin., Chicago & St. Louis R. R.....	37,580	37,310	1,180	1,187
Vandalia & Terre Haute R. R.....	682,925	116,370	2,323	1,178
Wabash Railway (East).....	5,856,430	2,263,650	740,875	2,253
Toledo, St. Louis & Kansas City R.R.....	840	19,300	125	5
Chicago, Peoria & St. Louis R. R.....	330	750	100	802
Chicago, Burlington & Quincy R.R.....	1,068,700	.....	.....	4
St. Louis, Keokuk & N. - W. R. R.....	363,840	40	1,175	.....
St. Louis, Chicago & St. Paul E. R. R.....	270	200	.....	1,256
St. Louis & Eastern R. R.....	.....	.....	.....	155
St. Louis, Belleville & Southern R. R.....	.....	.....	.....	.....
Upper Mississippi River.....	1,450	34,680	35	5,911
Lower Mississippi River.....	149,850			
Illinois River.....	.....		
Missouri River.....	800			
Ohio, Cumberland and Tennessee Rivers.....	.....	.....	.....	.....
Express.....	1,167,292	.....	.....	.....
Total.....	16,121,892	4,657,043	754,421	204,082
Total, 1896..... lbs.	16,121,892	4,657,043	754,421	185,193
" 1895.....	15,812,095	5,086,560	172,953	185,193
" 1894.....	14,138,544	5,135,055	437,813	192,667
" 1893.....	12,575,398	4,895,303	353,280	190,183
" 1892.....	13,401,788	4,964,160	224,661	213,687
" 1891.....	13,791,253	6,375,778	183,285	165,925
" 1890.....	13,661,924	4,446,799	140,495	109,065
" 1889.....	12,892,101	4,623,378	185,414	185,089
" 1888.....	11,109,733	3,375,568	136,014	140,856
" 1887.....	9,234,043	2,321,570	108,767	108,204
" 1886.....	8,605,230	2,557,268	128,862	99,581

RECEIPTS AND SHIPMENTS OF EGGS.

	RECEIPTS.	SHIPMENTS.
1896, Packages.....	798,490	494,831
1895, ".....	654,938	413,014
1894, ".....	598,778	517,323
1893, ".....	563,359	292,165
1892, ".....	463,216	174,041
1891, ".....	501,313	371,718

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES

FOR 1896.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Ale and Beer.....packages.....	.....	3,435,385
Barbed Wire.....pounds.....	17,166,200	48,040,325
Beef.....barrels and tierces.....	.....	513
Fresh Beef.....pounds.....	17,847,900	248,746,300
Canned Beef.....".....	.....	5,299,940
Boots and Shoes.....cases.....	881,287	680,320
Cordage and Rope.....coils.....	90,268	.....
Cement.....sacks.....	730,563	.....
".....barrels.....	262,095	.....
Cotton Seed Meal.....tons.....	5,004	6,672
Cranberries.....barrels.....	9,790	.....
Candles.....boxes.....	.....	155,665
Eggs.....packages.....	796,490	494,830
Fish.....".....	43,427	.....
Fertilizer.....tons.....	.....	34,061
Hops.....bales.....	6,148	.....
Iron and Steel.....tons.....	107,416	.....
Leather.....rolls.....	80,186	.....
Malt.....sacks.....	77,915	122,960
Nails.....kegs.....	353,123	364,303
Oils.....barrels.....	45,124	.....
".....tanks.....	8,547	.....
Oil Cake.....tons.....	.....	211
Oranges and Lemons.....packages.....	444,539	.....
Ore, Iron.....tons.....	15,086	3,637
" Zinc.....".....	28,020	10,590
Pig Iron.....".....	90,073	34,776
Railroad Iron.....".....	26,262	.....
Staves.....M.....	226	.....
".....cars.....	5,264	.....
Soap.....boxes.....	.....	656,060
Tallow.....pounds.....	18,225,000	12,212,800
Tin.....boxes.....	49,455	.....
Wines and Liquors.....barrels.....	15,019	.....
".....boxes and cases.....	37,237	.....
Zinc and Spelter.....slabs.....	716,869	1,104,563

MONTHLY RECEIPTS FOR 1896.

Date—1896.	Apples, bbls.	Bagging, pcs.	Barley.		Butter, lbs.	Beans, sks. and bbls.	Barbed Wire lbs.	Beef, bbls. & tcs.	Fresh Beef, lbs.	Horns & Shoes, cases.
			Sacks.	Bushels.						
January	6,370	230	103	252,750	1,066,140	750	1,060,300	....	937,200	66,223
February	13,750	25	.....	261,600	969,650	461	1,108,300	....	2,439,100	53,185
March	11,805	170	.....	228,000	1,073,510	717	2,292,000	....	2,898,800	56,805
April	5,803	20	.....	96,000	1,189,825	928	2,161,800	....	1,685,600	48,973
May	235	199	21	26,250	1,393,920	110	888,000	....	1,325,400	61,592
June	80	80	.....	7,500	1,942,860	1,208	615,800	....	762,500	97,835
July	12,909	40	42	4,500	1,680,320	961	596,300	....	872,700	99,860
August	20,070	7,810	.....	2,250	1,711,453	908	874,100	....	1,078,700	94,168
September	56,122	11,230	4	22,500	1,438,575	3,337	602,900	....	1,108,400	72,447
October	156,315	11,850	21	337,500	1,438,260	6,006	1,722,100	....	1,960,900	63,899
November	150,665	9,025	28	463,500	1,092,642	5,850	2,988,300	....	1,806,700	51,800
December	50,902	1,390	.....	238,750	1,222,105	4,507	2,308,300	....	1,004,900	114,910
.....
Totals	481,928	42,129	219	1,931,100	16,121,892	26,763	17,166,200	.....	17,847,900	881,287
By Railroad	473,663	42,049	.....	1,931,100	14,902,500	24,676	17,166,200	.....	17,847,900	881,155
" River	11,235	80	219	.....	152,100	1,087	.....	.....	.....	132
" Express .....	.....	.....	.....	.....	1,167,292	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1896.—Continued.

Date—1896.	Bran and Shipstuff.		Cattle, head.	Castor Beans.		Cement.		Cheese, bxs.	Coffee, sks.
	Sacks.	Cans in bks.		Sacks.	Bus. bulk	Sacks.	bbls.		
January	43,440	32	73,187	692	.....	29,020	10,680	61,715	41,545
February	59,765	20	58,648	698	.....	39,390	24,988	48,945	33,290
March	52,820	21	58,642	100	1,100	66,125	23,685	52,885	31,860
April	41,190	16	52,005	1,404	1,100	74,763	18,555	45,816	35,749
May	13,780	40	62,229	780	.....	58,270	19,725	54,060	24,060
June	50,625	71	87,544	.....	.....	71,385	27,780	72,940	19,225
July	66,567	35	98,471	.....	.....	45,605	23,895	74,715	28,005
August	84,866	38	98,361	.....	7,709	90,800	30,160	81,260	31,170
September	38,745	48	104,668	64	45,650	91,780	21,067	72,585	40,449
October	32,015	57	92,801	4,068	20,300	81,105	29,430	73,300	38,880
November	22,175	47	87,817	2,835	7,150	46,955	23,185	60,710	44,040
December	31,955	47	94,240	2,875	1,650	35,005	7,000	60,540	34,885
Totals	537,933	472	965,613	12,914	85,250	730,563	263,095	754,421	408,388
By Railroad	535,071	472	928,008	12,690	85,250	730,563	168,680	754,366	408,388
" River	2,863	.....	16,235	24	.....	.....	93,415	35	.....
" Driven .....	.....	.....	10,470	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1896. — Continued.

Date—1896.	Corn.		Corn Meal bbls.	Cotton.		Cotton seed, tons.	Cotton- seed Meal tons.	Cranberries pkgs.	Coke, tons.	Dried fruit, packages.
	Sacks.	Bushels.		Bales. Local.	Bales. Through.					
January	20,190	1,328,000	2,075	7,079	39,244	106	886	800	11,735	8,320
February	22,638	1,556,100	3,775	8,856	35,313	15	175	.....	10,875	4,888
March	23,948	1,615,600	3,015	2,851	28,799	20	843	.....	10,115	7,649
April	39,180	1,028,560	2,175	1,696	18,039	.....	923	.....	10,490	5,069
May	21,254	927,850	3,550	775	17,606	.....	17	.....	7,780	2,299
June	13,850	851,200	5,975	290	8,516	.....	50	.....	6,080	983
July	20,784	1,662,500	7,280	1,144	2,469	.....	.....	.....	7,025	2,288
August	13,010	4,002,000	10,315	295	1,501	.....	.....	.....	7,445	3,509
September	3,832	1,880,800	10,640	8,585	26,372	680	.....	1,957	6,085	12,412
October	9,080	3,118,500	8,375	80,786	89,745	1,325	701	1,127	9,855	18,025
November	11,130	2,332,400	8,805	25,431	90,510	766	2,016	3,868	10,760	10,492
December	3,868	3,910,200	11,975	24,842	88,767	685	394	2,448	9,710	4,575
By Wagon .....	.....	700,000	.....	.....	.....	.....	.....	.....	.....	.....
Totals	202,294	24,237,710	78,945	106,510	446,781	3,646	5,004	9,780	107,918	80,456
By Railroad	105,104	23,443,000	78,945	95,424	446,861	3,645	5,004	9,780	107,918	77,685
" River	97,190	114,710	.....	11,086	200	.....	.....	.....	.....	2,870
" Wagon .....	.....	700,000	.....	.....	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1896 — Continued.

Date—1896.	Eggs, pkgs.	Flaxseed.		Flax Tow Bales.	Fish, pkgs.	Flour, bbls.	Grease lbs.	Glucose, bbls.	High- wines & Whisky. bbls.	Hay, tons.
		Sacks.	Bus. bulk.							
January	46,187	352	13,200	.....	2,172	101,550	1,072,700	5,280	8,380	38,010
February	98,338	174	4,960	.....	2,240	105,400	611,300	5,065	8,415	20,985
March	132,691	58	15,400	.....	890	88,925	252,500	4,000	9,505	20,505
April	168,186	140	7,150	.....	295	83,555	284,800	3,755	9,574	17,738
May	86,043	.....	13,700	.....	1,320	98,230	59,000	4,375	5,810	20,085
June	69,096	250	7,700	.....	1,950	113,174	511,400	5,745	7,215	16,260
July	47,930	22	39,050	.....	2,465	121,475	249,100	4,686	6,620	11,516
August	84,797	1,088	335,400	.....	3,760	127,511	115,500	4,260	6,542	21,214
September	31,172	788	128,700	.....	6,990	137,215	142,200	9,010	8,314	12,120
October	39,259	26	66,000	.....	13,880	168,520	331,100	7,175	9,005	16,451
November	27,310	.....	22,000	.....	5,525	113,935	800	7,795	9,270	13,577
December	31,983	10	23,050	.....	2,000	91,810	375,500	8,745	12,080	21,901
Totals	796,490	2,768	686,300	.....	43,427	1,343,601	4,003,900	69,971	100,690	230,352
By Railroad	613,024	2,744	686,300	.....	43,427	1,264,600	4,001,600	69,025	100,680	229,652
" River	43,519	14	.....	.....	.....	84,001	5,800	1,946	.....	700
" Express	139,947	.....	.....	.....	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1896. — Continued.

Date—1896.	Horses & Mules, head.	Hides, lbs.	Hogs, head.	Hops, bales.	Iron and Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.
January	18,621	2,753,660	200,793	1,351	7,064	.....	1,800,400	113,556
February	15,597	2,810,110	163,723	675	8,066	.....	751,200	119,395
March	9,768	2,042,750	169,152	310	9,938	.....	1,892,700	145,709
April	5,352	4,070,710	181,535	141	12,707	2,543	8,102,200	153,769
May	4,664	3,375,260	176,264	124	9,295	2,340	1,344,600	181,408
June	4,433	4,826,060	154,280	287	10,114	1,695	1,604,200	237,670
July ..	3,694	3,438,180	145,674	.....	9,493	.....	2,254,900	142,296
August	4,602	2,422,250	126,023	.....	8,604	.....	2,234,400	112,122
September	9,896	4,063,450	134,533	121	8,392	.....	1,495,100	145,750
October	15,160	5,823,880	188,562	448	7,741	135	3,438,000	205,498
November	15,388	5,574,410	149,190	705	7,023	269	2,486,000	173,517
December	14,602	5,306,190	208,228	886	8,991	120	2,255,900	185,464
Totals	121,722	46,505,880	1,997,866	6,148	107,416	7,102	23,707,600	1,946,139
By Railroad	114,568	45,910,500	1,874,343	6,148	106,581	4,559	22,681,200	1,432,064
“ River	1,927	595,380	110,249	.....	835	2,543	28,400	514,075
“ Driven	5,227	.....	18,304	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1896. — Continued.

Date—1896.	Leather, rolls.	Lumber Cords.	Malt. sks.	Mdse. & Sundries.		Molasses.		Nails, kegs.	Oats.	
				Packages.	Cars.	Bbls.	Kegs.		Sacks.	Bushels.
January	11,486	3,824	1,910	591,350	9,003	4,320	.....	23,990	534	696,300
February	5,220	4,065	1,720	600,040	9,042	2,043	.....	27,990	31	623,700
March	9,605	5,300	1,650	693,220	11,345	975	.....	26,630	1,115	863,500
April	5,662	5,780	14,775	631,975	11,894	65	.....	30,734	1,763	674,300
May	5,315	5,422	15,475	649,230	12,065	105	.....	24,870	2,693	705,100
June	6,725	6,807	14,340	686,410	11,966	537	10	16,620	2,614	1,205,600
July	6,325	4,547	6,850	707,800	12,018	542	8	15,465	1,924	702,900
August	5,592	4,056	6,170	712,230	11,778	297	31	18,240	1,226	1,018,900
September	5,582	4,228	4,770	693,730	12,240	563	.....	35,704	945	1,257,500
October	7,075	4,377	4,225	690,050	11,829	2,007	816	39,625	83	1,261,700
November	6,395	4,088	2,080	670,920	9,493	2,033	923	40,130	257	746,900
December	5,205	4,245	4,000	659,545	9,965	3,238	20	50,355	12	1,239,200
By Wagon .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	400,000
Totals	80,186	56,773	77,915	8,098,560	132,133	16,890	1,803	853,123	13,202	11,425,300
By Railroad	80,101	56,773	77,915	7,613,030	128,746	15,281	1,785	831,863	4,864	11,025,300
" River	85	.....	.....	420,520	8,447	1,549	23	1,260	3,338	.....
" Wagon .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	400,000

MONTHLY RECEIPTS FOR 1896 — Continued.

Date—1896.	Oatmeal, Bbls.	Oils.		Onions.		Oranges & Lemons, bxs. & bbls.	Ore.		Pig Iron, tons.
		Bbls.	Tanks.	Sks. & bbls.	Bus. bbl.		Iron, tons.	Zinc, tons.	
January	800	3,790	929	4,782	16,000	38,345	3,108	2,657	11,088
February	2,080	3,415	765	3,948	17,500	53,505	1,835	2,819	8,678
March	1,215	3,805	704	3,529	15,500	97,646	1,196	2,252	11,177
April	1,050	6,211	819	5,723	8,000	58,084	922	2,452	9,800
May	1,070	2,570	594	10,395	1,500	20,030	888	1,830	7,854
June	1,225	3,540	546	13,612	.....	17,105	1,895	4,996	6,541
July	2,195	4,760	590	7,245	3,000	17,650	885	2,989	7,563
August	2,340	3,064	548	13,772	13,000	21,313	850	1,717	5,959
September	5,520	3,294	755	8,513	40,500	9,106	680	1,353	7,520
October	6,940	2,680	758	4,308	32,000	7,315	1,118	1,711	7,076
November	1,050	2,780	755	1,455	22,500	16,500	801	1,952	7,987
December	385	5,235	764	1,085	23,000	88,070	1,443	1,262	8,510
Totals	25,880	45,124	8,547	76,623	191,500	444,539	15,086	28,020	99,073
By Railroad	25,610	45,044	8,547	55,379	190,000	444,539	15,086	28,020	92,140
“ River	270	80	.....	21,244	1,500	.....	.....	.....	6,933

MONTHLY RECEIPTS FOR 1896. — Continued.

Date—1896.	Pelties and Furs, pkgs.	Pork Product.			Potatoes.		Eye.	
		Bl'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Sk. and bbls.	Bush.	Sacks.	Bush.
January	19,383	135	1,049,500	12,491,200	4,224	122,850	8	11,200
February	23,949	805	629,800	7,783,400	6,615	100,800	114	16,100
March	18,225	75	875,000	9,360,900	5,520	85,050	280	16,100
April	28,133	200	1,511,800	12,667,100	5,180	54,900	280	30,100
May	22,313	325	813,900	13,046,100	13,011	88,250	664	11,900
June	17,745	780	835,900	15,320,600	235,283	163,350	224	5,600
July	283	780	1,220,000	11,991,400	9,915	27,980	1,199	10,500
August	3,811	250	763,000	11,688,100	7,385	64,800	1,472	23,100
September	9,709	100	623,400	17,168,400	11,528	90,900	885	13,300
October	43,446	410	1,519,700	21,946,900	10,161	151,200	315	81,900
November	10,757	300	1,205,100	13,747,400	4,450	131,300	131	50,400
December	12,673	175	557,200	13,188,600	9,802	164,250	46	14,000
Totals	210,432	4,235	11,614,300	160,365,100	323,664	1,195,100	5,653	234,200
By Railroad	203,845	4,235	11,604,300	160,245,600	294,423	1,188,100	1,055	234,200
" River	1,587	.....	10,000	109,500	33,643	7,000	4,623	.....

MONTHLY RECEIPTS FOR 1896—Continued.

Date—1896.	Rice, pks.	Hosin, bbls.	R. R. Iron tons.	Salt.			Seeds, Sacks and bbls.	Sheep. Head.	Staves.	
				Sacks.	Ebbls.	Bus. in blk.			M.	Carr.
January	9,447	1,511	511	2,465	24,475	24,080	3,367	29,349	....	414
February	9,027	1,800	3,102	2,250	18,705	34,160	9,285	32,306	....	842
March	18,340	5,437	3,091	1,955	18,025	28,880	11,514	80,563	20	451
April	6,918	3,597	367	3,530	12,500	44,240	10,637	68,802	20	450
May	6,530	3,890	2,520	5,110	20,970	49,840	8,556	108,206	8	380
June	6,570	4,503	2,612	3,590	14,830	62,720	3,248	129,675	10	371
July	3,855	3,980	6,506	2,920	21,190	56,000	1,143	68,154	....	486
August	2,843	4,614	1,142	1,968	33,081	28,000	6,573	40,248	35	487
September	8,185	4,465	169	1,570	38,855	33,040	5,023	37,029	38	529
October	6,915	6,145	497	4,435	38,020	19,040	6,961	37,010	98	570
November	6,750	4,975	2,415	6,250	44,065	16,800	3,017	26,624	2	429
December	7,815	5,494	3,390	3,220	49,980	59,360	2,219	34,907	....	395
Totals	87,690	49,902	26,262	89,163	329,666	454,160	71,563	682,572	226	5,264
By Railroad	85,335	49,902	24,293	89,163	329,666	454,160	64,966	607,204	....	5,264
“ River	2,355	....	2,000	....	....	....	6,597	17,508	226	....
Driven .....	....	....	....	....	....	....	....	8,160	....	....

MONTHLY RECEIPTS FOR 1896. — Continued.

Date—1896.	Sugar.			Tea, chests.	Tallow, lbs.	Tar and Pitch bbls.	Tobacco.		
	Hhds.	Bbls.	Bags.				Hhds.	Pkgs. leaf.	Man'fd. lbs.
January	471	48,195	28,780	1,486	1,615,100	485	2,508	1,014	1,827,600
February .....	....	28,035	15,500	1,317	714,600	1,538	4,370	782	1,632,500
March .....	....	35,580	23,220	1,308	1,208,500	882	3,476	941	1,442,700
April .....	....	38,033	27,644	1,343	1,413,000	520	4,087	870	1,809,500
May .....	....	33,126	16,760	910	1,168,300	455	2,611	1,061	980,000
June .....	....	19,275	18,600	870	2,232,200	1,450	2,635	724	1,272,700
July .....	....	35,075	15,970	1,168	2,571,400	210	2,228	875	1,725,800
August .....	....	38,220	19,160	952	1,245,500	992	2,061	890	1,319,010
September .....	....	35,735	16,375	2,483	1,630,600	770	2,900	840	1,347,200
October .....	....	29,985	13,325	720	1,423,200	360	3,328	509	1,421,000
November	416	51,025	28,165	1,885	1,554,800	253	1,950	615	1,103,900
December	411	53,770	31,510	2,310	1,461,700	535	3,850	1,014	1,361,600
.....
Totals ..	1,298	448,105	258,919	16,157	18,225,000	9,475	85,947	10,125	16,238,510
By Railroad	1,298	894,519	205,632	16,157	17,528,600	8,233	85,941	10,115	16,099,610
By River .....	.....	63,586	43,387	.....	696,400	242	6	20	138,900
.....

MONTHLY RECEIPTS FOR 1896—Continued.

Date—1896.	Turpentine.		Tin, boxes.	Wheat.		Wine and Liquors.		Wool, lbs.	Zinc and Spelter Slabs.
	Bbls.	Tanks.		Sacks.	Bushels.	Barrels.	Bzs. & cas.		
January .....	.....	4	6,480	11,210	721,600	1,127	2,339	95,910	60,000
February .....	.....	1	2,900	16,838	449,800	1,166	2,076	173,920	70,000
March	8	.....	4,610	9,905	397,150	1,130	3,254	63,520	91,908
April .....	.....	2	1,855	15,795	323,050	2,457	3,009	399,650	97,417
May .....	.....	19	2,340	21,168	265,850	1,498	2,307	2,020,350	76,735
June	60	27	3,295	33,471	370,500	915	4,009	4,671,780	61,830
July	116	19	3,290	345,041	1,488,850	922	3,165	2,569,210	45,035
August	71	26	2,455	220,218	2,575,800	781	4,704	1,085,900	43,710
September	74	19	4,315	68,595	1,612,000	1,108	4,417	699,010	27,508
October	80	9	4,170	48,534	1,147,900	1,385	2,226	1,361,630	14,110
November	135	10	6,700	27,027	535,800	1,116	2,777	721,190	44,445
December	60	6	6,575	8,388	419,900	1,401	2,884	1,268,270	84,195
By Wagon .....	.....	.....	.....	.....	467,546	.....	.....	.....	.....
Totals	604	142	49,455	833,690	10,775,446	16,019	37,237	16,189,840	716,589
By Railroad	604	142	49,455	394,219	10,238,900	14,795	35,478	14,727,680	716,589
" River .....	.....	.....	10	499,471	21,000	294	1,759	412,160	.....
" Wagon .....	.....	.....	.....	.....	467,546	.....	.....	.....	.....

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1896.

By Railroad, River, etc.	Apples, bbls.	Bag- ging, pos.	Barley.		Butter, lbs.	Beans, sks. & bbls.	Barbed Wire, lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.	Wheat and Shipstuffs.	
			Sacks.	Bushels.						Sacks.	Cars in bbls.
Chicago & Alton R.R., Mo. Div.....	5,877				183,800			3,806,100	1,533	43,615	1
Missouri Pacific R.R.....	88,870			6,350	3,686,885	1,330		10,782,900	19,231	144,503	249
St. Louis & San Francisco R.R.....	9,827				135,440	1,000		1,471,400	212	25,650	16
Wabash R.R. (West).....	15,844			21,750	399,410	180			1,677	36,985	27
St. Louis, Kans. City & Col. R.R.....											
Missouri, Kansas & Texas R.R.....											
St. Louis, Southwestern Ry.....	3,334				63,800	7	40,000		4,259	46,610	11
St. Louis, Iron Mount. & Southern R.R.....	1,945	100			3,240	15			840		
Illinois Central R.R.....	7,621				867,180		25,000		3,467	9,850	5
Louisville & Nashville R.R.....	3,953	130			9,180				13,180	78,540	187
Mobile & Ohio.....	3,315				62,660	310			46,910	65,916	
Louisville, Evansville & St. L. R.R.....	8,245				10,870				392,231	16,162	1
East. & Ohio S. W. R.R.....	31,680				5,070		10,767,900		91,441		
Chicago & Alton.....	13,830	580			1,833,950	8,890	4,803,200	1,014,900	11,101	2,380	4
C. C. & St. Louis.....	31,641				27,580	2,915	391,900		120,974		
Vandalia & Terre Haute.....	23,127			8,250	652,925	6,419	308,700		30,008	285	
Wabash R.R. (East).....	76,005	41,230			5,806,450		528,400	451,600	183,460		
Tol., St. Louis & K. C. R.R. R.....	163,299					1,890	178,800		6,395	240	
Chicago, Peoria & St. Louis R.R.....	1,755			952,350	330		335,000		3,783	550	
Chi., Barr. & Quincy R.R.....	6,195			630,000	1,068,700				432	1,660	3
St. L. Keokuk & Northwestern R.R.....	27,059				863,840			821,000	890	55,575	17
St. Louis, Chicago & St. P. R.R.....	3,545				270	1,610			10	8,800	1
St. Louis & Eastern R.R.....											
St. Louis, Belleville & Southern R.R.....	8,451									800	
Upper Mississippi River.....											
Lower.....	6,672	80	5		1,450				15	585	
Illinois.....	1,883		214		149,560	940			56	1,495	
Missouri.....						6			61	583	
Ohio, Cumb. & Tenn. Rivers.....					800	131					
Express.....					1,167,365						
Total.....	484,928	42,190	319	1,931,100	16,121,803	28,763	17,166,200	17,847,900	881,367	587,933	473

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

THE CITY OF ST. LOUIS.

287

By Railroad, River, etc.	Cattle, and Hops colls.	Cattle, head.	Castor Beans.		Cement,		Cheese, boxes.	Coal, tons.
			Sacks.	Bu. blk.	Sacks.	bbls.		
Chicago & Alton R. R., Mo. Div.	.....	54,256	.....	.....	540	.....	.....	.....
Missouri Pacific R. R.	.....	74,484	2,478	33,500	139,640	4,235	435	870
St. L. & San Francisco R. R.	.....	183,889	80	1,100	2,500	.....	55	.....
Wabash R. R. (West).	.....	88,545	.....	5,500	.....	288	1,258	.....
St. Louis, Kansas City & Colo. R. R.	.....	1,041	.....	.....	60,680	8,885	186	40
Missouri, Kansas & Texas R. R.	.....	238,239	666	.....	.....	.....	.....	.....
St. Louis Southwestern R. R.	.....	1,943	.....	.....	.....	.....	.....	.....
St. L., Iron Mountain & Southern R. R.	.....	232,156	16	.....	8,780	4,100	460	4,680
Illinois Central R. R.	250	16,397	3,459	26,300	8,740	13,450	1,590	617,430
Louisville & Nashville R. R.	4,385	11,700	32	1,100	19,080	15,845	30	331,946
Mobile & Ohio	.....	21,788	.....	.....	1,000	.....	50	94,891
East & Ohio S. W.	.....	1,799	159	6,500	523,450	45,820	.....	274,931
Chicago & Alton	7,848	2,989	300	550	10,900	7,605	430	353,401
Cleveland, Olin., Chl. & St. Louis R. R.	3,865	4,810	14	.....	1,250	1,475	3,655	33,246
Vandalia & Terre Haute R. R.	38,010	1,178	.....	.....	14,450	24,845	1,130	123,136
Wabash R. R. (East).	19,141	2,403	103	.....	4,965	4,210	2,623	299,207
Tol., St. Louis & K. C. R. R.	1,050	334	.....	.....	3,260	15,935	740,875	316,335
Chicago, Peoria & St. Louis R. R.	14,718	686	200	.....	36,900	18,040	125	88,317
Chl., Bur. & Quincy R. R.	.....	170	.....	550	105,148	3,410	100	131,400
St. Louis, Keokuk & Northwestern R. R.	.....	704	980	.....	.....	.....	1,175	13,680
St. Louis, Chicago & St. Paul R. R.	.....	9,607	4,400	6,050	.....	.....	4,330	4,330
St. Louis & Eastern R. R.	.....	653	.....	.....	.....	.....	.....	14,140
St. Louis, Belleville & Southern R. R.	.....	408	.....	.....	.....	.....	.....	62,605
Upper Mississippi River	.....	.....	.....	.....	.....	.....	.....	.....
Lower	.....	1,635	15	.....	.....	.....	.....	.....
Illinois	.....	12,488	9	.....	.....	33,415	35	.....
Missouri	.....	1,351	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers.	.....	83	.....	.....	.....	.....	.....	.....
Driven	.....	829	.....	.....	.....	.....	.....	50,880
Total	90,268	965,613	12,914	85,350	780,563	262,095	754,421	2,804,885

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Cotton-Seed Meal, tons.	Crabber-ries, pgs.	Coke, tons.	Dried Fruit, pgs.	Eggs, pgs.	Flax Seed.		Flax Tow bales.	Fish, pgs.
						Sacks.	Bn. blk.		
Chicago & Alton R. R., Mo. Div.	.....	.....	.....	2,689	2,881	848	7,180	.....	.....20
Missouri Pacific R. R.	.....	.....	.....	2,487	212,766	1,886	500,500	.....	.....70
St. Louis & San Francisco R. R.	506	.....	.....	16,689	124,469	.....	100,100	.....	.....
Wabash R. R. (West)	.....	.....	.....	3,452	62,018	.....	4,400	.....	.....
St. L., Kansas & City R. R.	15	.....	.....	.....	86,182	1,010	51,900	.....	.....
Mo., Kansas & Texas R. R.	.....	.....	.....	876	86,511	.....	.....	.....	.....45
St. Louis Southwestern Ry.	1,847	.....	.....	5,202	86,274	.....	.....	.....	.....25
St. L., Iron Mount. & South'n R. R.	3,234	.....	1,930	5,116	35,665	.....	.....	.....	.....
St. Louis & Santa Fe R. R.	334	.....	27,060	816	7,680	.....	.....	.....	.....810
Louisville & Nashville R. R.	219	.....	.....	243	2,485	.....	.....	.....	.....
Moultrie, Mo.	110	.....	11,038	276	2,482	.....	.....	.....	.....
Lebanon, Ky.	.....	757	13,040	19,316	1,671	.....	.....	.....	.....17,200
Bell & Ohio S. W.	.....	.....	13,863	12,863	1,188	.....	.....	.....	.....11,900
Chicago & Alton	.....	380	19,872	55	313	.....	.....	.....	.....5,480
V. C. O. & St. Louis	.....	4,858	31,904	2,300	230	.....	.....	.....	.....6,587
Wabash & Terre Haute	.....	963	1,986	.....	223	.....	.....	.....	.....1,260
Wabash R. R. (East)	.....	3,215	665	.....	229	22	.....	.....	.....
Chicago, St. Louis & C. R. R.	.....	.....	.....	.....	52	.....	.....	.....	.....
Chicago, Peoria & St. Louis R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington & Quincy R. R.	.....	.....	20	1,541	3,624	28	19,260	.....	.....
St. Louis, Chicago & North Western R. R.	.....	.....	.....	170	.....	.....	.....	.....	.....
St. Louis & Chicago R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yale	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumb. and Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....
Express	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	5,004	9,790	107,918	80,455	706,490	2,768	686,300	.....	43,427

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued

By Railroad, River, etc.	Flour, bbls.	Grease, lbs.	Glucose bbls.	High Wines & Whisky, bbls.	Hay, tons.	Horses & Mules, head.	Hemp, bales.	Hides, lbs.	Hogs, head.
Chicago & Alton R.R., Mo. Div.....	36,886	54,000	.....	100	3,585	4,751	.....	231,480	104,906
Missouri Pacific R.R.....	404,983	1,006,900	.....	120	37,110	9,447	.....	4,534,190	980,318
St. Louis & San Francisco R.R.....	34,445	1,803,100	.....	.....	28,278	38,604	.....	4,191,350	888,846
Wabash R.R. (West) Colo. R.R.....	163,676	.....	440	.....	.....	1	.....	18,822,860	310,737
St. L., Kas. City and Colo. R.R.....	.....	.....	.....	.....	30	.....	.....	.....	7,068
Missouri Kansas & Texas R.R.....	19,380	465,400	.....	56	34,469	4,809	.....	11,945,310	196,175
St. Louis Southwestern Ry.....	320	600	.....	.....	155	64	.....	668,680	8,211
St. L., Iron Mt. & Southern R.R.....	4,690	300	.....	.....	110	1,101	.....	2,881,860	192,173
Illinois Central R.R.....	19,190	.....	4,880	945	5,340	883	.....	1,080,070	106,245
Louisville & Nashville R.R.....	3,165	.....	80	4,821	635	1,290	.....	1,145,460	49,498
Mobile & Ohio.....	8,166	110,430	.....	16,054	.....	.....	.....	1,204,740	74,082
Louisville, Evansville & St. L. R.R.....	46,265	.....	.....	28,224	605	628	.....	201,510	19,780
Balt. & Ohio S. W. Railroad.....	13,580	.....	.....	31,689	1,310	607	.....	304,480	18,214
Chicago & Alton.....	8,860	68,000	1,400	1,255	1,210	4,204	.....	178,600	50,774
C. C. & St. Louis.....	27,683	8,800	.....	1,255	3,575	1,885	.....	6,960	7,510
Vandalia & Terre Haute.....	7,063	113,200	1,210	8,242	1,236	1,236	.....	182,410	6,678
Wabash R.R. (East).....	7,160	.....	80	25	3,370	3,783	.....	34,760	6,683
Toledo, St. Louis & C. R.R.....	3,883	.....	53	10	3,453	427	.....	1,260	2,274
Chicago, Peoria & St. Louis R.R.....	38,635	.....	53,820	25,100	4,703	3,739	.....	800	17,428
Chi. & Quincy R.R.....	102,000	.....	640	.....	37,883	5,151	.....	500	17,428
St. L., Keokuk & Northwestern R.R.....	171,835	801,400	.....	30	32,063	81,241	.....	3,798,510	131,241
St. Louis, Chicago & St. Paul R.R.....	167,660	.....	.....	.....	.....	679	.....	69,160	10,705
St. Louis & Eastern R.R.....	.....	.....	.....	.....	.....	46	.....	.....	623
St. Louis, Belleville & Southern R.R.....	10	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi Riv.....	75,140	500	801	.....	477	1,350	.....	74,870	14,880
Lower ".....	8,265	400	1,145	.....	173	400	.....	465,400	70,608
Illinois ".....	845	4,400	.....	.....	31	104	.....	25,860	10,864
Missouri ".....	.....	.....	.....	.....	20	4	.....	2,320	1,783
Ohio, Cumb. & Tennessee Rivers.....	250	.....	.....	.....	.....	9	.....	87,340	6,514
Driven.....	.....	.....	.....	.....	.....	5,237	.....	.....	13,804
Total.....	1,848,601	4,006,900	99,971	100,660	280,292	131,792	.....	46,506,880	1,997,846

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, Etc.	Hops. bales.	Iron & Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.	Leath'r rolls.	LUMBER.		Malt, shs.	Mdse. & Sund's	
							cars.	M feet.		Pkgs.	Cars.
Chicago & Alton R. R., Mo. Div.	46			537,900	503,098	70	25			84,630	705
Missouri Pacific R. R.	317			6,495,300	406,393	5,035	1,204			233,411	21,351
St. Louis & San Francisco R. R.	61			1,767,700	167,295	385	566			408,010	9,444
Wabash R. R. (West)	483			9,011,600	72,315	1,838	619			380,750	8,370
St. L. Kansas City & Colorado R. R.							236				4,266
Missouri, Kansas & Texas R. R.	390						91			98,387	2,060
St. Louis Southwestern R. R.	17			608,900		45	5,413			4,070	133
St. L. Iron Mountain & South'n R. R.	1,830			190,300	182,161	166	33,181			41,180	5,269
Tulsa Central R. R.	212			20,400		1,680	5,133			341,190	5,015
Louisville and Nashville R. R.	1,641			43,900		1,354	1,043			391,710	4,635
Mobile & Ohio	151			13,700			5,728			88,550	4,485
Louisville, Evansville & St. Louis R. R.	84			23,500		12,137	193			126,660	3,428
Balt. & Ohio S. W.	10,784			7,600		17,048	394			565,590	5,510
Chicago & Alton	1,375			1,600	500	6,585	438			603,430	4,887
C. C. C. & St. Louis	9,048		524	78,000		8,641	104			3,265	1,404,310
Wabash R. R. (East)	173			11,700		13,885	306			1,665	10,340
Chicago, Peoria & St. Louis R. R.	28,669				1,760	7,110	317			45,105	1,281,300
Chil. Burl. & Quincy R. R.	1,460					305	63			400	2,461
St. Louis, Keokuk & Northwestern R. R.	1,158		4,035	504		4,479	510			195,630	4,024
St. Louis & Eastern R. R.	2,265			9,683,000			505			321,900	4,098
St. Louis & Eastern R. R.	30			8,285,400	99,123	90	1,763			158,210	3,508
Upper Mississippi River				400			11			875	10
St. Louis, Belleville & Southern R. R.	8			1,000							
Lower	224		9,643	17,900	514,075	50		8,670		62,910	2
Illinois				7,700		10		18,731		944,360	3,445
Missouri										12,230	
Ohio, Cumb. & Tennessee Rivers	608							4		1,860	
						25		7,873		115,020	
Total	6,148	107,416	7,102	23,707,800	1,946,189	80,186	56,773	35,262	77,915	8,038,650	132,188

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Molasses.		Nails.	Oats.		Oatmeal.	Oils.		Onions.	
	Bbls.	Kgs.		Sacks.	Bushels.		Bbls.	Tanks.	Sacks & bbls.	Bu. bulk.
Chicago & Alton R.R., Mo. Div.....	.....	.....	70	908	180,400	30	.....	.....	.....	.....
Missouri Pacific R.R.....	53	.....	.....	1,143	1,156,100	20,080	1,360	21	443	300
St. Louis & San Francisco R.R.....	314	.....	.....	1,107	2,500	4,270	50	49	707	13,000
Wabash R. R. (West).....	.....	.....	.....	763	3,467,800	.....	915	.....	3,077	.....
St. Louis, Kansas, City & Ool. R. R.....	10	.....	600	.....	81,900	.....	.....	115	.....	.....
Mo., Kansas & Texas R. R.....	7	.....	600	.....	.....	.....	.....	379	.....	.....
St. Louis Southwestern R. R.....	2,740	.....	290	71	.....	.....	825	.....	534	.....
St. L., Iron Mount.....	1,634	30	6,535	70	12,100	.....	185	104	12,173	1,000
Illinois Central R. R.....	483	31	28,673	31	1,100	.....	180	94	170	500
Louisville & Nashville R. R.....	8,533	4	.....	31	1,100	.....	145	.....	5,785	.....
Mobile & Ohio.....	.....	.....	.....	.....	.....	.....	60	6	437	500
Louisville, Evansville & St. L. R. R.....	60	.....	12,200	.....	4,400	.....	4,315	144	6,031	.....
Balt. & Ohio S. W. Railroad.....	.....	.....	35,695	.....	410,300	980	1,310	1,003	4,723	14,000
Chicago & Rock Island.....	380	800	39,170	.....	5,500	.....	8,175	1,444	1,595	4,000
C., C. & St. Louis.....	260	.....	53,307	765	18,500	15	7,700	.....	1,595	17,500
Wabash R. R. (East).....	160	.....	65,280	.....	24,200	.....	10,015	506	450	23,500
Wabash R. R. (East).....	100	.....	77,783	.....	9,900	.....	7,374	500	5,053	45,500
Chicago, Peoria & St. Louis R. R.....	232	920	9,740	27	293,500	315	1,315	30	300	500
Chicago, Peoria & Northwestern R. R.....	100	.....	22,210	.....	1,653,700	.....	8,230	27	445	45,500
St. Louis, Keokuk & Northwestern R. R.....	.....	.....	115	.....	4,745,400	.....	1,055	2	13,475	13,500
St. Louis & Eastern R. R.....	.....	.....	.....	.....	9,900	.....	185	.....	15	10,500
St. Louis, Belleville & Southern R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois ".....	1,499	23	1,260	7,765	.....	230	80	.....	9,053	1,600
Missouri ".....	.....	.....	.....	293	.....	.....	.....	.....	13,080	.....
Ohio, Camb. & Tenn. Rivers.....	.....	.....	.....	55	.....	.....	.....	.....	66	.....
By Wagon.....	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....
Total.....	16,830	1,803	353,133	13,203	11,425,300	25,830	45,124	8,547	76,623	181,000

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, Etc.	Ore.		Pig Iron, tons.	Patries and Furs, Page.	Pork Product.			Potatoes.	
	Iron, tons.	Zinc, tons.			Bid P'tk. bbls.	Hams, lbs.	Meats, lbs.	Sacks & bbls.	Bush.
Oranges and Lemons, boxes.									
Chicago & Alton R. R., Mo. Div.	69,387					293,300	3,932,300	310	.....
Missouri Pacific R. R.	6,685	11,296	110	103,988	1,140	2,163,600	54,830,500	561	7,200
St. L. & San Francisco R. R.	50,565	16,648	12,412	83	.....	1,808,200	3,008,600	83,190	57,800
Wabash R. R. (West)	44,611			15,332	840	3,556,500	23,419,700	454	57,350
St. Louis, Kansas City & Colo. R. R.									450
Missouri, Kansas & Texas R. R.	96,521			13,263		1,333,400	3,635,500	650	1,350
St. Louis Southwestern R.	300			144			600	805	1,800
St. L., Iron Moun. & Southern R. R.	22,780		9,630	1,968		26,300	95,700	135,439	56,250
Illinois Central R. R.	1,105	75	16,909	3			63,200	10,998	24,650
Louisville & Nashville R. R.	1,335	50	15,596	2		1,800	6,900	2,712	18,450
Mobile & Ohio	54,885	123	13,578	146			400	35,259	46,350
Louisville, Evansville & St. L. R. R.	29		14,753					3,241	13,900
Balt. & Ohio S. W. Railroad	8,295		7,062	1,703			26,000	1,633	3,450
Chicago & Alton	880		1,763	21,700	175	107,300	6,722,600	3,164	84,600
C., C. & St. Louis	16,320		1,763	41	260		100,000	9,017	54,000
Vandalia & Terre Haute	2,915		185			58,900	413,400	4,868	148,500
Wabash R. R. (East)	28,885		110		1,860		15,642,500	30	144,000
Toledo, St. Louis & Kas. City R. R.	29,019							7,115	187,850
Chicago, Peoria & St. Louis R. R.				200				868	16,500
Chl., Burl. & Quincy R. R.			179	9,477		50,000	1,980,300	310	56,700
St. L., Keokuk & Northwestern R. R.	14,861		20	41,870	885	2,344,500	12,325,000	1,506	187,900
St. Louis, Chicago & St. Paul R. R.							36,060,500	15	108,050
St. Louis & Eastern R. R.									
St. L., Belleville & Southern R. R.									
Upper Mississippi River									
Lower									
Illinois				704		5,000	68,500	938	7,000
Missouri				713		1,000	2,500	32,118	
Ohio, Cumb. & Tenn. Rivers				14		4,000	35,500	87	
				17			3,000		
				140					
Total	444,539	38,020	99,073	310,422	4,935	11,614,300	160,355,100	338,064	1,195,100

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Rye.		Eloc, pkgs.	Resin, bbls.	R.R. Iron, tons.	Salt.			Seeds, sks & bbls.
	Sacks.	Bush.				Sacks.	Bbls.	Bu. in bbl.	
Chicago & Alton R.R., Mo. Div.....	...	9,800	...	...	711	...	...	...	1,070
Missouri Pacific R.R.....	159	35,000	1,650	...	323	9,700	25	96,800	86,083
St. Louis & San Francisco R.R.....	...	...	...	...	...	305	100	16,680	1,610
Wabash R.R. (West).....	403	93,100	400	...	...	900	180	1,680	3,944
St. L., Kansas City & Colorado R.R.....	...	...	...	...	...	...	...	...	...
Missouri, Kansas & Texas R.R.....	238	29,400	...	...	317	...	...	...	15,173
St. Louis Southwestern R.R.....	...	...	33,843	10,513	...	...	...	...	...
St. L., Iron Mount. & Southern R.R.....	...	...	8,239	1,600	100	6,345	200	99,120	233
Illinois Central R.R.....	...	...	3,685	611	28	1,433	1,376	1,120	980
Louisville & Nashville R.R.....	...	...	25,533	86,683	...	1,650	...	...	2,784
Mobile & Ohio.....	...	...	3,053	...	...	...	...	...	1,867
Louisville, Evansville & St. Louis R.R.....	...	700	4,040	485	2,625	1,000	4,425	13,880	200
Balt. & Ohio S. W. Railroad.....	...	2,800	1,385	...	4,153	1,320	560	94,640	875
Chicago & Alton.....	...	...	790	...	113	615	140,325	88,880	278
C. C. C., & St. Louis.....	...	1,400	500	100	15,023	396	7,755	14,660	72
Vandalia & Terre Haute R.R.....	138	700	...	...	...	200	141,420	...	...
Wabash R.R. (East).....	...	...	1,405	...	455	39,680	33,420	68,240	...
Toledo, St. Louis & Kansas City R.R.....	...	700	...	...	130	...	...	...	...
Chicago, Peoria & St. Louis R.R.....	...	...	...	...	...	...	...	...	...
Chi., Burl. & Quincy R.R.....	...	107,800	...	...	...	...	90	...	...
St. Louis, Keokuk & Northwestern R.R.....	100	2,100	740	...	...	...	...	...	...
St. Louis, Chicago & St. Paul R.R.....	...	700	...	...	...	...	...	...	...
St. Louis & East-rn R.R.....	...	...	...	...	...	...	...	...	...
St. Louis Belleville & Southern R.R.....	...	...	...	...	...	...	...	...	...
Upper Mississippi River.....	9,715	...	...	...	...	...	...	...	689
Lower " ".....	839	...	2,855	...	...	...	...	...	5,230
Illinois " ".....	1,669	...	...	...	...	...	...	...	203
Missouri " ".....	...	...	...	...	...	...	...	...	18
Ohio, Cumberland and Tenn. Rivers.....	...	...	...	...	2,000	...	...	...	478
Total.....	5,038	284,300	87,680	46,002	26,303	89,103	390,660	454,160	71,563

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Sheep, head.	Staves.		Sugar.			Shin- gles. M.	Tallow, lbs.	Tar and Pitch, bbls.	Tobacco.	
		M.	Cars	Hhds	Bbls.	Boxes.				Hhds.	M'n'fact'd. Leaf.
Chicago & Alton R. R., Mo. Div.	4,412							220,300	80	50	123
Missouri Pacific R. R.	44,861		8				1,633	4,412,800	190	86	1,400
St. Louis & San Francisco R. R.	211,377		9		710		576	3,625,000		22	60
Wabash R. R. (West)	73,858						480	3,401,400	65	219	33
St. L., Kansas City & Colorado R. R.	576										
Mo., Kansas & Texas R. R.	56,140		5		2,075			2,781,300	175	133	270
St. Louis Southwestern Ry.		477						27,600			
St. L., Iron Mount. & South'n R. R.	87,151	1,337		155	22,435			290,000	1,005	28	78
Illinois Central R. R.	13,411	1,886		508	30,511		373	124,100	448	1,880	112
Louisville & Nashville R. R.	8,177	131			11,253		210	84,900	666	2,866	78
Mobile & Ohio	9,423			635	113,073			83,000			
Louisville, Evansville & St. Louis R.	7,233		68		8,720			83,500		16,079	43
Balt. & Ohio S. W. Railroad	11,438		208		9,015			32,300		12,764	18
Chicago & Alton	9,638		89		3,183			370,300	240		
C. C. & St. Louis	2,343		21		12,366		12	503,500	316	1,931	154
Vandalia & Terre Haute	7,340		281		6,135		100	69,500	3,275	99	4,569
Wabash R. R. (East)	1,233		97		110,050			603,500			
Chicago, St. Louis & K. C. R. R.	1,838		191		52,050						
Chicago, Peoria & St. Louis R. R.	4,393		8		2,173		300	180,400		4	14
Chi., Burlington & Quincy R. R.	4,298						82,300				
St. L., Rock Island & North Western R. R.	13,373		325		380		26,264	2,798,900	425	131	220
St. L., St. Paul & Northern P. R.	1,802							19,800	270		
St. Louis & Eastern R. R.	403										
St. L., Belleville & Southern R. R.	1,900										
Upper Mississippi River	14,169	192									
Lower " "	14,169	192					3,927	611,500	95	1	125,500
Missouri " "	1,823							144,900	192	5	4,700
Ohio, Cumb. & Tonn. Rivers	144	74						267,700	25		3,700
Driven	8,160							12,800			
Total	639,873	226	5,264	1,296	448,105		253,919	16,225,000	8,475	85,947	10,138
											16,333,51

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Turpentine.		Tin, bxs.	Tea, chests	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc & Spelter, slabs.
	Bbla.	Tanks.			Sacks.	Bushels.	Barrels.	Bxs & Cas.		
Chicago & Alton R. R., Mo. Div.....	40	267	309,400	50	.....	192,880	.....
Missouri Pacific R. R.	70	111,659	2,929,360	8,553	1,284	3,894,700	531,593
Wabash R. R. (West)	23	1,147,300	619	.....	1,673,800	894,001
St. L., Kans. City and Col. R. R.	515	25,826	888,860	886	4	1,623,890	.....
Missouri, Kansas & Texas R. R.	45,704	113,100	.....	.....	.....	.....
St. Louis Southwestern Ry.	144,525	594,100	292	202	.....	.....
St. Louis, Iron Mt. & Southern R. R.	10	.....	1,930	.....	.....	983,360	.....
Illinois Central R. R.	100	5	6,056	25,650	793	5	859,460	.....
Louisville & Nashville R. R.	877	.....	170,800	377	4,053	722,830	906
Mobile & Ohio	604	138	.....	.....	106	6,500	235	1,963	53,200	.....
Louisville, Evansville & St. L. R. R.	155	1,323	.....	90,900	15	71	25,460	.....
Balt. & Ohio S. W.	4	24,250	35	8,757	53,460	.....
Chicago & Alton	2,760	3,418	.....	27,850	115	16,304	181,860	.....
C., C. & St. Louis	870	2,130	.....	712,800	185	.....	225,860	.....
Vandalia & Terre Haute	3,170	1,163	.....	150,800	4,715	4,684	174,210	.....
Wabash R. R. (East)	89,615	5,670	375	63,800	1,591	5,244	154,900	.....
Toledo, St. Louis & Kans. City R. R.	575	95	.....	370,400	.....	.....	.....	.....
Chicago, Peoria & St. Louis R. R.	188,450	.....	.....	45,480	.....
Chicago, Burl. & Quincy R. R.	2,190	5	.....	486,850	530	105	145,680	.....
St. L., Keokuk & Northwestern R. R.	40	.....	1,378,550	.....	.....	388,900	.....
St. Louis, Chicago & St. Paul R. R.	2,260	175	1,515,150	835	.....	4,009,870	.....
St. Louis & Eastern R. R.	91,900	64	.....	80,490	.....
Upper Mississippi River.....
Lower
Illinois	10	.....	54,864	.....	146	91	216,620	.....
Missouri	320,065	.....	68	1,068	178,910	.....
Ohio, Cumb. & Tenn. Rivers	75,238	21,000	.....	.....	2,730	.....
By Wagon.....	8,135	.....	.....	.....	6,720	.....
.....	117	.....	.....	.....	6,480	.....
Total.....	604	143	49,455	16,157	838,600	10,775,446	15,019	37,297	15,139,840	711,589

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896.

Date—1896.	Apples, bbls.	Ale & Beer, pkgs.	Bagging, rolls.	Barley.		Butter, lbs.	Beans, pkgs.	Beef, bbls. & tcs.	Barbed Wire, Pounds.	Canned Beef, lbs.	Fresh Beef, lbs.	Boots and Shoes, Cases.
				Sacks.	Bush.							
January	17,146	199,140	4,600	.....	6,050	560,360	4,403	....	4,323,390	407,300	19,192,200	57,477
February	19,582	203,941	6,858	.....	10,300	337,490	3,975	33	7,452,300	310,600	16,963,200	59,687
March	13,274	228,370	6,840	.....	5,470	284,440	4,911	12	7,405,260	340,100	19,759,900	55,851
April	6,105	312,618	8,446	.....	3,225	323,670	5,428	37	7,364,840	363,900	16,184,900	48,198
May	967	312,089	5,457	.....	2,730	337,060	8,110	94	3,306,400	941,500	17,513,800	45,176
June	597	348,849	9,716	.....	3,490	578,090	6,009	30	3,107,900	441,160	20,632,000	58,391
July	3,021	365,344	21,892	1,050	.....	525,700	4,866	30	2,788,600	461,800	21,032,000	68,219
August	9,012	412,647	30,417	731	1,010	403,181	5,043	157	2,134,800	488,500	20,789,500	69,862
September	19,372	308,606	19,036	510	1,180	331,323	5,319	60	1,625,796	333,180	23,006,070	63,094
October	42,424	289,531	29,947	261	10,894	361,290	4,603	...	1,986,300	614,400	22,431,500	55,687
November	47,687	216,322	25,915	800	27,360	233,250	4,342	6	3,107,600	311,800	23,603,400	44,487
December	33,512	237,938	14,187	.....	28,270	341,230	4,865	3	2,807,600	170,200	27,578,300	54,171
Totals	211,569	3,435,385	181,811	2,852	99,969	4,657,043	61,871	512	48,040,226	5,238,940	248,746,200	680,220
By Railroad	208,632	3,362,428	152,547	2,831	99,969	4,632,413	58,741	75	48,087,925	5,238,940	248,654,200	651,941
" River	2,977	43,957	29,264	21	.....	34,630	3,130	437	1,952,300	.....	92,000	28,279

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Bran.		Cattle, head.	Castor Beans. Bu. blk.	Cheese, bxs.	Coal, tons.	Coffee, bags.	Corn.		Cornmeal, bbls.	Cotton, bales.	Cotton- seed Meal, tons.
	Sacks.	Care blk.						Sacks.	Bushels.			
January	76,214	42	20,607	.....	12,760	33,081	23,190	1,564	707,924	10,667	49,179	772
February	65,494	28	19,185	.....	13,579	31,008	22,185	2,224	924,761	15,576	42,489	285
March	73,711	31	13,429	.....	11,928	30,691	24,183	3,094	1,420,963	13,988	43,927	353
April	42,367	36	17,475	.....	10,959	25,992	22,623	4,047	1,398,069	16,867	24,731	540
May	36,943	16	20,631	.....	11,651	21,917	23,706	5,445	1,061,337	20,872	31,555	427
June	46,603	47	36,217	.....	11,852	25,179	23,410	16,423	658,184	19,239	16,927	24
July	66,949	34	33,846	.....	13,061	28,337	20,194	10,969	790,941	22,717	7,896	20
August	79,076	33	42,311	.....	20,727	27,597	22,823	11,546	3,541,204	16,198	7,083	30
September	71,933	39	44,424	550	23,508	23,683	19,408	4,391	2,247,979	23,830	22,703	44
October	39,570	48	35,076	9,120	23,811	51,898	25,961	3,574	2,695,624	22,116	101,667	476
November	30,751	42	33,172	8,530	21,715	47,735	18,865	10,251	2,592,445	14,221	101,760	3,378
December	23,708	51	33,614	1,680	18,421	40,172	17,508	3,825	1,773,023	20,415	107,467	383
Totals	651,809	440	360,037	19,880	204,032	396,315	232,566	77,416	19,810,482	216,706	556,884	6,672
By Railroad	606,563	446	346,299	19,880	198,151	296,757	249,803	47,789	11,453,395	196,841	556,844	6,672
River	44,726	...	1,738	.....	5,911	99,558	13,763	29,627	8,356,087	69,865	40	.....

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Candles, bxs.	Dried Fruit, pkgs.	Eggs, pkgs.	Flaxseed, Bus. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.	Hay, tons.	Horses and Mules, head.	Hides, lbs.
January	8,230	11,171	86,356	6,840	146,187	2,828	202,400	19,126	20,155	8,980,100
February	16,401	13,071	76,584	2,290	168,261	3,574	53,900	13,708	17,240	4,286,300
March	16,181	12,459	98,983	5,100	158,207	2,626	77,000	11,681	9,168	5,082,000
April	10,305	18,124	114,080	3,470	127,837	3,553	287,465	13,275	4,883	7,060,300
May	12,788	10,547	51,624	1,680	139,439	981	121,800	8,925	8,974	6,563,800
June	17,170	9,125	27,180	2,750	119,431	1,676	90,500	6,585	3,690	6,880,300
July	14,720	9,052	26,054	46,902	156,834	2,590	304,200	4,703	3,164	6,796,900
August	11,719	7,845	9,112	338,424	184,648	2,494	885,100	7,613	3,740	4,717,330
September	9,572	10,861	11,121	113,539	244,417	5,888	266,800	4,786	7,191	10,195,900
October	13,012	12,138	16,986	63,694	233,065	3,619	146,700	4,954	15,639	8,946,000
November	11,994	12,610	12,411	17,580	153,769	2,840	131,800	6,829	19,049	8,128,400
December	13,645	13,537	15,419	5,170	114,466	2,042	.....	6,785	13,308	8,985,800
Totals	155,685	140,580	494,830	606,879	1,946,081	34,081	2,067,665	107,980	121,202	81,561,130
By Railroad	154,749	133,067	494,745	606,879	1,739,429	33,292	2,037,665	103,836	116,674	81,567,430
" River	936	7,523	85	.....	206,652	789	.....	1,144	4,528	13,700

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1898.	Honey & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead, pgs.	Lumber.		Malt, sacks.	Misc. and Sundries.		Molasses.	
					Cars.	M ft.		Pkgs.	Cars.	Bbls.	Kegs.
January	4,573	81,216	6,062,600	81,080	2,207	85	9,855	1,985,170	11,638	6,881	3,085
February	5,963	72,619	6,600,800	56,929	2,316	89	13,337	2,077,440	12,449	4,866	2,214
March	4,725	77,082	6,825,190	76,829	3,103	129	18,122	2,069,150	13,456	4,717	2,576
April	2,619	76,306	10,531,020	87,541	3,368	250	11,634	2,040,490	13,977	4,278	2,194
May	3,925	74,951	7,181,045	148,820	3,376	236	16,747	1,878,426	12,974	3,819	1,693
June	5,791	68,507	7,825,544	245,261	3,464	128	10,177	1,927,070	12,076	4,824	2,063
July	3,768	73,009	6,351,513	113,513	2,797	354	15,834	1,968,650	12,331	3,951	2,636
August	5,132	64,774	7,648,620	117,236	2,590	333	10,290	2,079,760	12,365	2,919	1,474
September	5,329	59,291	6,198,810	81,492	2,346	315	10,927	2,228,780	12,878	5,810	1,245
October	7,427	95,166	8,118,970	127,931	2,567	315	6,257	2,397,469	13,310	6,264	1,452
November	3,434	60,092	5,699,135	139,309	2,237	1,177	8,437	2,050,020	12,228	5,190	2,724
December	1,904	82,450	5,892,300	180,846	2,316	215	7,832	2,022,260	12,582	4,712	4,813
Total	54,590	885,462	84,875,547	1,406,827	32,617	3,638	132,909	24,694,625	152,314	57,761	27,632
By Railroad	37,837	884,990	75,368,590	1,404,577	32,617	.....	125,533	23,423,769	152,314	54,644	27,137
" River	16,703	472	9,506,957	1,750	.....	3,638	7,066	1,270,856	.....	3,117	505

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

THE CITY OF ST. LOUIS.

281

Date—1896.	Nails, kegs.	Oats.		Oil Cake, tons.	Ontons, pkgs.	Ore, tons.		Pig Iron, tons.	Pork Product.		
		Sacks.	Bushels.			Iron.	Zinc.		B'd Pork bbla.	Hams, lbs.	Meats, lbs.
January	31,103	18,420	254,370	77	11,064	1,522	1,489	3,428	514	2,911,500	13,919,900
February	39,884	17,207	298,838	15	6,608	83	1,895	2,768	933	2,594,700	12,708,700
March	45,905	38,055	377,745	47	4,458	306	1,949	4,276	332	2,855,850	15,018,600
April	40,509	44,363	255,090	12	4,365	531	1,711	4,756	595	3,565,990	15,616,700
May	34,749	49,108	345,327	12	3,530	369	1,680	2,957	2,515	3,752,100	15,338,100
June	21,681	43,175	311,690	.....	3,353	372	2,351	2,323	1,393	3,938,350	13,072,500
July	28,872	27,817	113,435	.....	4,165	266	2,305	1,668	2,115	4,896,800	12,682,200
August	27,169	16,094	226,799	12	9,069	56	1,153	1,489	1,477	3,324,100	12,757,500
September	28,017	19,173	328,822	.....	11,597	40	1,513	2,996	1,841	2,636,240	16,605,070
October	30,567	41,896	589,128	16	7,317	52	989	3,584	3,648	4,192,850	21,328,000
November	34,032	21,535	274,730	20	3,730	20	1,114	1,916	439	3,736,950	13,465,000
December	31,715	18,398	255,570	.....	3,934	20	1,540	3,315	1,536	2,850,200	8,824,100
Totals	394,203	353,229	3,629,542	211	78,188	3,637	19,599	34,776	17,492	40,756,230	171,407,470
By Railroad	375,580	150,000	3,192,964	211	69,613	3,462	19,599	34,651	12,193	40,439,240	168,698,700
" River	18,623	203,227	436,578	.. ..	3,575	175	.....	125	5,298	316,990	2,718,770

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896.—Continued.

Date—1896.	Potatoes.		Eye.		Rice, pkgs.	Salt.		Sheep, head.	Sugar.	
	Pkgs.	Bu.	Sacks.	Bushels.		Sacks.	Bbls.		Hhds.	Bbls. Bags.
January	34,407	46,340	.....	17,680	2,315	25	26,112	3,388	332	31,966 28,440
February	46,947	44,980	118	17,330	5,829	1,910	15,544	3,950	5	20,587 11,210
March	23,911	22,280	.....	18,260	7,593	50	15,361	1,305	1	25,238 19,779
April	12,879	12,420	.....	23,010	7,543	68	14,632	25,872	.....	28,672 21,512
May	21,442	11,180	.....	15,450	10,027	610	14,319	81,447	.....	21,640 15,426
June	189,527	156,450	.....	2,260	7,920	690	14,894	84,504	.....	23,225 17,246
July	32,066	69,560	71	6,940	5,283	1,532	17,164	24,710	.....	23,014 14,115
August	34,839	55,820	633	5,420	3,175	149	19,697	10,156	115	21,876 14,292
September	38,220	68,330	732	5,860	2,556	257	26,546	9,633	32	20,499 13,457
October	24,882	81,602	.....	60,617	3,679	317	26,536	6,044	49	17,080 10,946
November	13,710	30,210	10	49,780	4,572	3,291	35,512	2,543	115	26,026 21,432
December	11,215	40,680	.....	18,190	3,619	551	30,809	2,550	207	33,896 35,372
Totals	484,105	639,152	1,831	243,297	64,616	9,340	257,106	254,602	866	393,769 223,217
By Railroad	474,455	639,152	1,404	243,297	63,254	8,002	231,760	252,819	836	278,723 214,378
" River	9,650	.....	427	.....	2,362	438	25,346	1,783	.....	15,036 8,839

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Concluded.

Date, 1896.	Soap, bxs.	Tallow, lbs.	Tobacco, hhds.	Tobacco, Manuf'd, lbs.	Wheat.		Whisky & High- Wines, bbls.	Wool, lbs.	White Lead lbs.	Zinc and Spelter, slabs.
					Sacks.	Bushels.				
January.	51,757	941,200	139	5,046,300	582	465,640	9,682	1,044,500	2,477,800	112,368
February.	58,584	667,400	174	5,496,600	880	416,760	8,190	547,600	8,907,200	106,468
March....	66,625	282,300	315	6,561,400	586	309,610	9,385	869,800	4,864,200	94,186
April....	70,496	673,000	166	4,885,000	1,264	359,968	9,724	1,003,300	4,111,300	87,220
May.....	52,733	946,200	91	6,367,700	2,541	639,162	8,289	1,465,400	5,114,600	90,370
June.....	48,924	2,264,400	321	4,986,600	2,571	343,622	8,282	2,768,300	4,003,700	124,749
July.....	58,327	2,608,300	766	5,913,300	1,064	485,968	8,557	1,591,000	4,211,800	96,038
August..	52,879	997,600	563	4,975,000	800	625,831	8,244	1,122,000	3,220,200	59,549
Sep'mb'r	44,490	2,261,400	536	5,414,000	770	797,975	8,500	1,112,100	2,696,700	67,967
October..	53,892	840,500	353	5,029,800	1,888	838,542	8,931	1,538,879	2,617,800	54,667
Novem'r.	47,309	123,200	193	4,603,800	13,131	684,170	8,508	1,546,400	1,824,000	88,446
Decem'r.	50,493	668,300	352	4,855,600	780	636,182	10,884	1,331,500	1,710,300	125,043
Totals.	686,009	13,212,900	3,969	64,114,500	25,867	6,692,400	107,176	15,988,579	40,259,600	1,104,668
By R. R..	625,453	13,267,500	3,980	63,262,800	17,553	4,869,837	104,100	15,988,079	36,109,400	1,104,568
" River	30,556	6,300	29	851,600	8,304	1,732,563	3,076	1,500	5,150,200	.....

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896.

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolls.	BARLEY.		Butter, lbs.	Beans, pkgs.	Beef, bbls. and tos.	Barbed Wire, lbs.	Canned Beef, lbs.
				Sacks.	Bush.					
Chicago & Alton R. R., Mo. Div.	12,135	22,379	.....	.....	.....	.....	30	.....	690,900	.....
Missouri Pacific R. R.	4,053	440,942	1,999	.....	4,560	37,825	3,366	.....	7,002,760	.....
St. Louis & San Francisco R. R.	8,042	478,613	44,028	.....	.....	88,900	7,190	.....	11,777,400	184,380
Wabash R. R. (West.)	8,124	205,200	.....	.....	.....	109,750	10,882	35	660,700	.....
St. L., Kansas City & Colo. R. R. ....	.....	463	.....	.....	.....	.....	.....	.....	31,000	.....
Missouri, Kansas & Texas R. R.	12,192	189,237	3,540	800	.....	880	805	.....	11,822,880	.....
St. Louis Southwestern Ry.	31,644	74,499	23,894	.....	.....	118,010	1,239	.....	2,043,500	.....
St. L., Iron Moun. & Southern R. R.	52,138	726,032	55,885	11	22,470	1,106,368	2,697	.....	2,414,900	20,000
Illinois Central.	25,993	67,023	1,781	.....	.....	492,495	3,165	.....	1,792,460	13,300
Louisville & Nashville R. R.	9,937	37,806	1,180	.....	4,610	117,585	490	.....	878,700	269,680
Mobile & Ohio R. R.	21,449	120,179	21,194	.....	1,673	1,500	574	.....	1,533,900	1,000
L., E. & St. L. R. R.	717	30,798	.....	2,120	55,376	10,000	370	.....	46,760	232,800
Balt. & Ohio S. W. R. R.	507	55,863	.....	.....	10,589	11,100	538	.....	178,980	1,098,500
Chicago & Alton R. R.	8,922	120,610	.....	.....	.....	110,010	765	50	35,700	.....
O. O. C. & St. L. R. R.	435	91,153	91	.....	.....	37,310	346	.....	84,700	380,700
Vandalia R. R.	3,485	128,508	88	.....	.....	116,270	3,725	.....	3,800	8,008,100
Wabash R. R. (East)	13,423	93,765	15	.....	700	2,263,650	746	.....	328,100	99,800
Toledo, St. Louis & Kan. City R. R.	1,016	98,698	452	400	.....	18,300	31	.....	.....	60,100
Chicago, Peoria & St. Louis R. R.	1,031	61,631	400	.....	.....	750	449	.....	4,000	.....
Chl., Burl. & Quincy R. R.	5,188	51,640	.....	.....	.....	.....	312	.....	.....	.....
St. L., Keokuk & Northwestern R. R.	2,638	244,312	.....	.....	.....	40	23,557	.....	5,527,155	.....
St. Louis, Chicago & St. Paul R. R.	496	6,518	.....	.....	.....	900	788	.....	.....	.....
St. Louis & Eastern R. R. ....	.....	.....	.....	.....	.....	.....	16	.....	.....	.....
St. L., Belleville & Southern R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Railroad.	208,623	3,492,429	132,547	2,481	99,900	4,693,418	58,741	75	43,000	5,980,940
By River.	2,977	42,987	20,944	31	.....	81,630	3,130	437	1,093,800	5,399,140
Total.	311,590	3,435,416	153,491	2,512	99,900	4,775,048	61,871	512	44,093	5,986,080

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

THE CITY OF ST. LOUIS.

285

BY RAILROAD & RIVER	Fresh Beef, Pounds.	Boots and Shoes, Cases.	BRAN.		Cattle, head.	Castor Beans, Bu. bl. ¹	Cheese, boxes.	Coal, tons.	Coffee, bags.	CORN.	
			Sacks.	Cars, bl.						Sacks.	Bushels.
Chl. & Alton E. R., Mo. Div.	14,525		.....	....	1,183	.....	1,684	4,087	17,928	.....	.....
Missouri Pacific R.R.	81,600	64,122	970	1	8,948	.....	12,867	77,066	80,957	708	2,700
St. L. & San Francisco R.R.	48,878	40,900	628	....	877	.....	12,902	40,156	85,610	117	2,700
Wabash R.R. (West).	54,741		.....	....	10,152	.....	9,588	81,675	41,598	.....	.....
St. L., K. O. & Col. R. R.	.....		.....	1	160	.....	.....	5,314	.....	.....	.....
Mo., Kansas & Texas R. R.	54,783		66	....	1,227	.....	8,795	15,688	6,459	.....	.....
St. Louis Southwestern R.R.	5,600	57,740	11,704	4	6	.....	17,866	44	4,816	1,648	2,700
St. L., Iron Mount. & S. R.R.	2,012,800	88,678	19,985	198	798	.....	104,942	9,570	9,451	1,880	756,818
Illinois Central R.R.	322,600	70,524	19,275	1	2,244	.....	11,584	33	36,440	1,188	280,744
Louisville & Nashville R.R.	8,531,000	33,859	15,775	7	641	.....	1,586	1,584	5,490	14,853	2,784,531
Mobile & Ohio	45,254		9,934	5	167	.....	7,488	270	7,488	11,106	1,471,081
L., E. & St. Louis R.R.	186,800	17,659	1,973	13	54	.....	860	144	4,509	80	2,676,146
Balt. & Ohio S. W. Railroad	36,165,400	7,011	89,608	8	12,688	.....	1,979	.....	5,273	186	1,478,397
Chicago & Alton	95,062,800	8,908	87,807	22	76,815	.....	183	1,971	2,251	801	7,380
C., C. C. & St. L.	23,054,700	9,238	23,238	18	17,151	1,650	1,127	91	9,142	1,573	1,206,462
Vandalia R.R.	58,987,800	13,651	30,689	53	31,514	.....	1,178	496	6,932	258	91,041
Wabash R. R. (East)	59,195,900	14,447	200,123	103	89,475	.....	2,253	41	1,643	13,777	59,452
Tol., St. Louis & K. C. R.R.	45,800	287	101,586	6	74,298	.....	5	13	75	380	510,817
Chicago, Peoria & St. L. R.R.	3,456		89,107	10	11,896	18,290	803	805	1,683	8	70,816
Chl., Burl. & Quincy R.R.	8,046		.....	.....	8,806	4,860	4	21,084	2,361	.....	47,000
St. L., Keokuk & N. W. R.R.	48,992		.....	.....	4,585	.....	.....	37,101	24,649	844	8,360
St. L., Ohl. & St. P. R.R.	3,531		4,115	.....	5,816	.....	1,256	293	3,771	.....	1,800
St. L. & Eastern R. R.	256		.....	.....	.....	.....	165	.....	143	.....	.....
St. L., Bally. & South. R. R.	.....		.....	.....	.....	.....	.....	24	.....	.....	.....
Total by Railroad.	948,654,200	651,941	606,653	446	318,259	19,880	196,151	296,757	249,808	47,789	11,459,395
By River	92,000	28,279	44,726	.....	1,788	.....	5,911	99,558	12,762	59,697	8,565,087
Total by Rail and River.	948,746,200	680,220	651,809	446	350,037	19,880	204,063	596,315	262,565	77,416	19,810,492

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

BY RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	FLAX SEED.		Flour, bbls.	Fertilizer tons.	Grease, lbs.
							Sacks.	Bu. bbl.			
Chicago & Alton R. R., Mo. Div.	.....	.....	15	.....	7,905	.....	.....	.....	160	.....	.....
Missouri Pacific "	545	2,068	.....	35,064	16,794	100	.....	.....	2,729	40	.....
St. Louis & San Francisco R. R.	949	.....	80	80,835	11,263	20	.....	.....	35,745	.....	.....
Wabash R. R. (West)	.....	.....	.....	8,296	11,900	.....	.....	.....	115	.....	.....
St. L., Kansas City & Colo. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	200	.....	.....
Mo., Kansas & Texas R. R.	655	.....	15	1,094	2,968	17	.....	.....	33,583	.....	.....
St. Louis Southwestern	537	.....	13	1,269	6,469	70	.....	.....	111,607	.....	.....
St. Louis & Iron Mountain	48,429	150	.....	7,106	19,151	1,163	.....	.....	245,309	4,262	.....
Illinois Central R. R.	32,331	489	593	6,405	2,922	.....	.....	7,994	300,608	1,299	26,300
Louisville & Nashville R. R.	20,412	1,516	.....	6,514	1,753	10	.....	.....	145,637	3,401	.....
Mobile & Ohio	23,989	290	.....	1,969	2,646	.....	.....	970	269,643	6,457	.....
L., E. & St. L. R. R.	6,747	59	96	41	2,064	.....	.....	.....	36,635	10,353	536,265
Balt. & Ohio S. W. R. R.	.....	54,398	149	2,111	1,097	4,711	.....	.....	23,101	3,925	808,000
Chicago & Alton "	.....	139,353	667	.....	3,895	13,905	.....	8,624	43,204	318	750,370
C., C. & St. L.	3,315	107,884	136	9,064	3,935	50,115	.....	1,410	128,913	612	293,300
Vandalia & Terre Haute R. R.	.....	91,654	190	449	8,300	38,467	.....	41,900	25,906	1,365	24,400
Wabash R. R. (East)	12	71,791	489	92	868	276,645	.....	243,585	100,131	267	84,500
Toledo, St. Louis & Kan. City R. R.	20	76,365	4,377	.....	.....	115,018	.....	.....	115,514	1,008	.....
Chicago, Peoria & St. Louis R. R.	.....	17,869	.....	.....	120	3,756	.....	5,300	16,760	120	53,600
Chi., Burl. & Quincy R. R.	.....	3,573	.....	49,096	30,334	877	.....	207,410	3,100	.....	.....
St. Louis, Keokuk & N. W. R. R.	.....	.....	.....	.....	55	473	.....	.....	409	.....	.....
St. L., Chicago & St. Paul R. R.	.....	.....	.....	.....	.....	.....	.....	.....	91	85	13,000
St. Louis & Eastern R. R.	.....	.....	.....	74	.....	.....	.....	.....	.....	.....	.....
St. L., Belle. & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Railroad	129,841	656,844	6,672	114,745	133,067	491,745	.....	608,579	1,739,429	38,393	9,067,605
By River	89,805	40	.....	983	7,023	85	.....	.....	206,659	84,091	.....
Total by Rail and River	219,706	556,884	6,672	115,698	140,500	491,830	.....	608,579	1,946,081	84,091	9,067,605

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued

THE CITY OF ST. LOUIS.

287

BY RAILROAD AND RIVER.		Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hornity & Urins, bbls.	Hogs, head.	Lead, lbs.	Lumber Cords.	Lumber M feet.	Malt. Sacks.
Chicago & Alton R. E., Mo. Div.	20	286	.....	.....	.....	.....	58,000	384	.....	400
Missouri Pacific " "	274	561	263,300	293	87	.....	2,062,300	10,633	.....	9,985
St. Louis & San Francisco R. E.	1,987	781	300	1,233	44	.....	2,603,700	1,558	.....	2,700
Wabash R. E. (West)	432	378	77,900	3,551	804	.....	238,600	1,632	.....	2,065
St. L., K. C. & Col. R. E.	206	51	.....	.....	.....	.....	.....	54	.....	.....
Missouri, Kansas & Texas R. E.	57	274	.....	.....	.....	.....	296,500	183	.....	4,649
St. Louis Southwestern Ry	111	1,028	.....	.....	.....	.....	844,350	172	.....	3,204
St. L., Iron Mount. & Southern R. E.	13,907	21,513	500,700	4,851	.....	.....	6,626,550	1,701	.....	36,781
Illinois Central R. E.	10,556	15,935	37,100	6,139	.....	.....	10,274,100	15,915	.....	16,897
Louisville & Nashville R. E.	16,788	44,976	1,432,300	7,988	.....	.....	7,653,100	80,046	.....	5,699
Mobile & Ohio " "	7,085	14,041	.....	9,363	.....	.....	7,553,900	531	.....	2,805
L., E. & St. Louis R. E.	3,020	1,198	5,145,100	3,435	480	.....	4,783,100	94,912	.....	16,040
Balt. & Ohio S. W. " "	9,735	2,405	8,334,300	.....	29,260	.....	3,441,100	263,598	.....	2,825
Chicago & Alton " "	3,723	607	9,061,900	.....	913,715	.....	8,580,300	102,612	.....	3,116
C., C. & St. L. " "	5,808	3,533	2,974,300	9	70,908	.....	2,983,200	101,412	.....	1,025
Vandalia " " " " " "	13,974	6,589	14,155,700	793	826,176	.....	1,301,400	87,255	.....	424
Wabash R. E. (East)	6,949	1,979	24,963,080	.....	38,088	.....	19,976,980	178,767	.....	6,633
Toledo, St. Louis & Kan. City R. E.	6,565	883	6,757,600	.....	192,080	.....	2,361,900	818,728	.....	1,040
Chicago, Peoria & St. Louis R. E.	5,514	274	6,785,200	.....	159	.....	838,900	143,487	.....	.....
Chicago, Burlington & Quincy R. E.	1,375	835	.....	.....	12,093	.....	72,700	400	.....	.....
St. Louis, Keokuk & N. W. R. E.	88	201	261,800	.....	860	.....	15,200	863	.....	9,805
St. Louis, Chicago & St. Paul R. E.	316	43	317,400	.....	.....	.....	30,000	272	.....	.....
St. Louis & Eastern R. E.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Bellev. & Southern R. E.	21	.....	.....	.....	.....	.....	6,700	.....	.....	.....
Total by Railroad	106,836	116,674	81,567,430	37,687	884,990	.....	75,383,590	32,617	.....	123,853
By River	1,144	4,523	13,700	16,703	473	.....	9,506,967	.....	.....	7,036
Total by Rail and River	107,980	121,202	81,581,130	54,590	885,462	.....	84,875,547	32,617	.....	130,909

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

BY RAILROAD AND RIVER.	MDSE. & SUNDS.		MOLASSES.		Nuts,	OATS.		Oil Cake.	Onions.	ORE—Tons	
	Packages.	Cars.	Bbls.	Kgs.		Sacks.	Bushels.			Iron.	Zinc.
Chicago & Alton R. E., Mo. Div	397,170	1,410	.....	.....	8,660	.....	.....	....	.....	.....	.....
Missouri Pacific "	3,972,700	21,320	3,146	286	43,882	483	30,380	17	1,168	80	.....
St. Louis & San Francisco R. R.	3,154,639	16,531	5,025	8,527	66,560	4	7,500	....	2,508	.....	.....
Wabash R. E. (West)	397,074	27,074	8,910	10,086	18,384	.....	53,190	27	10,368	.....	.....
St. Louis, Kansas City & Colorado R. E. ....	.....	327	.....	.....	.....	.....	6,310	.....	.....	.....	.....
Mo., Kansas & Texas R. E.	1,117,081	5,166	1,368	545	50,759	977	.....	.....	5,413	.....	.....
St. Louis Southwestern Ry.	838,679	3,210	6,185	1,762	17,517	14,873	70,000	.....	9,857	.....	.....
St. L., Iron Mountain & Southern R. E.	4,638,469	6,884	2,000	8,798	35,324	6,864	502,760	72	23,793	140	30
Illinois Central	925,443	4,333	3,079	108	30,081	4,333	673,910	.....	5,307	337	413
Louisville & Nashville R. E.	753,497	3,498	343	76	14,510	36,179	641,600	32	2,569	179	.....
Mobile & Ohio R. E.	839,180	6,559	5,693	187	59,510	84,454	513,949	....	1,776	30	.....
L., E. & St. Louis R. E.	233,865	1,631	1,010	185	2,409	760	284,690	.....	416	.....	354
Balt. & Ohio E. W. E. E.	264,079	3,004	166	835	3,468	665	64,330	63	760	.....	.....
Chicago & Alton R. E.	615,605	2,733	2,763	16	2,240	.....	8,975	.....	1,234	.....	24
C. C. O. & St. Louis R. E.	460,074	3,123	302	13	4,568	8	113,290	.....	386	1,063	410
Vandalia R. E.	1,331,933	3,779	157	194	2,331	1,045	44,330	.....	700	1,646	17,653
Wabash R. E. (East)	778,300	6,334	1,603	53	324	.....	17,850	.....	404	16	37
Toledo, St. Louis & Kan. City R. E.	271,674	2,679	238	.....	30	.....	3,820	.....	1,935	.....	303
Chicago, Peoria & St. Louis R. E.	394,674	3,718	333	.....	392	.....	4,230	.....	411	.....	30
Chi., Burl. & Quincy R. E.	240,467	4,733	4,094	985	513	.....	1,000	.....	32	.....	.....
St. Louis, Keokuk & N. W. R. E.	1,307,430	14,337	10,137	.....	46,316	.....	.....	.....	361	.....	1,085
St. Louis, Chicago & St. Paul R. E.	3,500	4,923	194	237	1,537	.....	2,600	.....	383	17	.....
St. Louis & Eastern R. E.	34,690	.....	43	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Bellev. & Southern R. R.	920	30	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Railroad	24,434,760	153,314	54,644	37,157	375,940	150,009	3,102,934	211	69,613	3,403	19,559
By River	1,270,890	.....	8,117	605	19,023	303,237	436,533	.....	8,575	173	.....
Total	24,604,650	153,314	57,761	37,662	394,963	353,239	3,539,467	211	78,188	3,577	19,560

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

THE CITY OF ST. LOUIS.

289

BY RAILROAD AND RIVER.	SALT.		Sheep, head	SUGAR.			Soap, bxs.	Tallow, lbs.	Tobacco, hhds.
	Sacks.	Ebbls.		Bu. blk.	Hbds.	Bbbls.			
Chicago & Alton R.R., Mo. Division.....	1,918	7,570	777	6,160	10,568	7,868	5,868	.....	14
Missouri Pacific "	90	21,898	644	1,680	27,661	18,698	119,441	.....	33
St. Louis & San Francisco R.R.....	940	33,378	.....	5,665	18,557	14,345	52,873	.....	80
Wabash R. R. (West).....	.....	39,635	6,378	.....	36,815	40,870	23,527	.....	169
St. Louis, Kansas City & Colo. R. R.....	.....	900	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	25	59,951	333	.....	7,743	2,768	61,997	.....	235
St. Louis Southwestern Ry.....	.....	5,338	.....	.....	4,381	41	89,447	.....	1
St. Louis, Iron Mountain & Southern R. R.....	6	19,111	1,645	2,800	9,541	747	98,908	540,000	.....
Illinois Central R. R.....	50	19,538	495	1,120	23,695	7,085	43,794	1,326,900	125
Louisville & Nashville R. R.....	75	1,462	185	560	4,403	496	29,112	184,100	34
Mobile & Ohio "	40	26,472	150	.....	8,203	791	39,464	164,600	.....
L., E. & St. Louis R. R.....	82	8,749	298	.....	4,408	268	21,676	3,540,000	188
Balt. & Ohio S. W. "	5	896	8,014	.....	6,447	614	12,408	3,546,100	373
Chicago & Alton " .....	.....	800	151,448	.....	11,484	2,505	4,851	1,560,000	251
C., C., C. & St. Louis R. R.....	31	247	4,550	2,800	3,965	375	6,682	1,461,800	333
Vandalia & Terre Haute " .....	.....	317	28,480	.....	3,743	632	8,639	646,300	413
Wabash R. R. (East).....	150	62	41,838	.....	2,043	3,900	7,881	1,082,900	526
Toledo, St. Louis & Kan. City R. R.....	.....	300	2,905	.....	.....	.....	6,141	138,200	43
Chicago, Peoria & St. Louis R. R.....	.....	44	1,183	.....	19	2,677	3,480	116,600	.....
Chicago, Burl. & Quincy R. R.....	4,000	57	5,034	.....	327	47,441	1,763	.....	138
St. Louis, Keokuk & Northwestern R. R...	1,400	330	3,076	1,680	46	43,073	43,394	.....	862
St. Louis, Chicago & St. Paul R. R.....	.....	85	305	.....	.....	995	608	.....	110
St. Louis & Eastern R. R.....	.....	.....	166	.....	.....	.....	178	.....	.....
St. Louis, Belleville & Southern R. R.....	.....	.....	.....	560	.....	245	.....	.....	.....
Total by Railroad.....	8,903	231,760	532,319	23,026	856	378,738	625,453	18,207,500	3,960
By River.....	483	25,946	1,783	.....	.....	15,086	8,539	5,800	29
Total by Rail and River.....	9,386	257,106	534,102	23,026	856	393,824	633,992	18,213,300	3,989

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

BY RAILROAD AND RIVER.	Pig Iron, tons.	PORK PRODUCT.				POTATOES.		RYE.		Rice, pigs.
		B'd Pork bbls.	Hams, pounds.	Meats, pounds.	Pigs.	Bush.	Sacks.	Bush.		
Chicago & Alton R.R., Mo. Div.....	998	.....	368,700	243,400	.....	400	.....	.....	.....	80
Missouri Pacific "	1,092	.....	148,800	2,034,340	4,994	.....	5,790	.....	1,176	5,790
St. Louis & San Francisco R.R.....	.....	.....	228,800	96,100	36,449	.....	1,300	.....	1,200	3,964
Wabash R. R. (West).....	3,169	.....	298,800	.....	41,073	.....	1,520	.....	.....	5,945
St. Louis, Kansas City & Colorado R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	555	1	876,000	719,300	35,311	.....	13,150	.....	.....	129
St. Louis Southwestern R. R.....	12	54	566,640	3,325,700	43,461	.....	39,357	12	.....	1,138
St. Louis & Iron Mountain R. R.....	855	1,180	1,499,370	47,119,550	73,068	.....	53,690	1,892	4,200	1,466
Illinois Central R. R.....	1,773	1,911	1,060,600	20,720,900	4,413	.....	76,243	.....	4,130	4,928
Louisville & Nashville R.R.....	265	3,863	869,900	13,492,000	3,863	.....	113,195	.....	18,619	588
Mobile & Ohio " .....	.....	2,311	1,216,600	46,309,900	3,332	.....	40,138	.....	700	4,339
L., E. & St. Louis R. R.....	324	9	335,300	8,674,290	1,861	.....	3,990	.....	115,084	991
Balt. & Ohio S. W. Railroad.....	3,089	100	3,086,200	1,084,500	4,563	.....	6,350	.....	9,333	2,354
Chicago & Alton "	143	437	5,068,600	1,112,000	89,153	.....	23,680	.....	700	3,960
C., O., C. & St. L. "	992	111	3,061,300	1,313,900	32,136	.....	27,260	.....	7,160	303
Vandalia.....	408	.....	4,411,700	645,900	8,853	.....	171,450	.....	500	2,126
Wabash R. R. (East).....	391	2,305	13,398,300	6,898,900	73,113	.....	39,300	.....	700	30,862
Toledo, St. Louis & Kan. City R. R.....	.....	9	5,492,500	13,670,800	50,773	.....	11,470	.....	79,096	.....
Chicago, Peoria & St. Louis R. R.....	4,305	.....	300	146,900	3,604	.....	1,300	.....	.....	401
Chicago, Burl. & Quincy R.R.....	14,109	.....	200	300,000	4,154	.....	8,930	.....	700	1,955
St. Louis, Keokuk & Northwestern R.R.....	1,661	.....	25,000	311,400	5,185	.....	.....	.....	.....	2,020
St. Louis, Chicago & St. Paul R. R.....	95	6	3,300	73,800	1,162	.....	400	.....	.....	107
St. Louis & Eastern R. R.....	.....	.....	7,500	3,100	.....	.....	.....	.....	.....	24
St. Louis, Belleville & Southern R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Railroad.....	34,191	12,193	40,439,240	189,653,700	474,455	.....	689,192	1,404	243,397	63,254
By River.....	193	5,293	516,980	2,713,170	9,890	.....	.....	477	.....	2,595
Total by Rail and River.....	34,776	17,496	40,760,220	171,407,470	484,105	.....	689,192	1,881	243,397	64,016

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Concluded.

BY RAILROAD AND RIVER.	Tobacco, manufac'd lbs.	WHEAT.		Wheat, bbls.	Wool, lbs.	White Lead, lbs.	Zinc and Spelter, slabs.
		Sacks.	Bushels.				
Chicago & Alton R. R., Mo. Div.....	830,000	....	500	1,854	19,000	104,600	.....
Missouri Pacific "	7,131,700	....	700	10,030	16,500	2,352,000	.....
St. Louis & San Francisco R. R.....	3,649,000	....	21,000	17,268	20,900	3,663,400	.....
Wabash R. R. (West).....	9,864,800	....	3,550	19,847	87,600	3,766,600	.....
St. L., K. C. & Col. R. R.....	.....	....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	2,509,900	6,336	69,370	5,248	13,300	331,200	.....
St. Louis Southwestern R. R.....	2,181,700	150	15,533	8,508	.....	394,800	.....
St. Louis, Iron Mountain & Southern R. R.....	3,232,500	1,130	333,384	8,293	.....	1,378,600	400
Illinois Central R. R.....	1,486,500	....	983,566	5,879	141,100	1,209,400	.....
Louisville & Nashville R. R.....	838,200	2,030	696,947	1,632	1,314,600	1,508,900	.....
Mobile & Ohio "	663,700	20	701,339	4,335	300	843,500	.....
L. E. & St. L. R. R.....	987,400	....	375,335	471	4,601,094	537,700	63,571
Balt. & Ohio S. W. "	5,847,300	2,400	847,491	176	223,175	383,800	54,380
Chicago & Alton "	2,368,300	1,740	53,990	9	1,393,950	6,301,000	439,911
C. C. & St. L. "	3,810,700	....	473,460	276	3,581,080	3,266,500	39,877
Vandalia	7,639,300	530	47,373	646	145,800	1,177,300	249,417
Wabash R. R. (East).....	2,926,800	350	162,738	375	1,079,000	777,400	97,856
Toledo, St. Louis & Kan. City R. R.....	143,600	2,037	339,375	.....	2,337,600	124,900	87,768
Chicago, Peoria & St. Louis R. R.....	335,900	140	60,140	223	1,595,400	3,363,800	111,633
Chicago, Burlington & Quincy R. R.....	5,456,200	....	179,500	3,094	59,900	532,400	.....
St. Louis, Keokuk & Northwestern R. R.....	414,900	....	4,370	15,640	327,100	5,117,700	.....
St. Louis, Chicago & St. Paul R. R.....	.....	....	99,606	181	50,500	84,000	.....
St. Louis & Eastern R. R.....	11,100	....	.....	87	.....	.....	.....
St. Louis, Belleville & Southern R. R.....	.....	....	.....	.....	.....	.....	.....
Total by Railroad.....	63,293,900	17,533	4,899,837	104,100	15,983,037	83,109,400	1,104,563
By River.....	531,900	3,304	1,732,563	3,076	1,500	6,140,200	.....
Total by Rail and River.....	64,114,500	20,837	6,632,400	107,176	15,989,579	40,269,600	1,104,563

DIED 1896.

BAYLES, SAMUEL M.,	July 1.
BURNES, MARTIN D.,	August 17.
BUSCHMAN, C. L.,	May 17.
CARTER, FRANK,	April 22.
CASTLEMAN, GEORGE A.,	October 12.
CHAPPELL, E. F.,	May 20.
CUMMISKEY, W. H.,	March 29.
DWYER, JOHN,	January 30.
ELBRECHT, G. H.,	January 12.
EWALD, JACOB C.,	October 31.
FRANK, L.,	April 3.
GARRELS, WILLIAM,	April 4.
GILBERT, W. J.,	July 27.
GILKESON, JOHN M.,	October 22.
GREEN, THOMAS,	August 12.
HAHN, W. A.,	May 18.
HARNER, R. M.,	October 26.
HYNES, GEORGE A.,	September 29.
JOHNSON, GEORGE W.,	October 3.
KING, D. H.,	September 15.
KIRBY, E. B.,	December 27.
LEONHARDT, E. W.,	April 11.
MANION, P. P.,	July 22.
MILLER, H. P.,	December 31.
MUELLER, AUGUST C.,	July 12.
POCOCK, HENRY J.,	July 11.
PURCELL, JOHN,	February 23.
RASHKY, JULIUS,	October 4.
ROGERS, M. A.,	—
SCHNEITHORST, HENRY, F.,	December 16.
SCHOPP, JOHN,	July 30.
SHERIDAN, J. G.,	September 16.
SLATTERY, D. P.,	April 20.
STOBIE, WILLIAM,	May 19.
SULLIVAN, JOHN,	April 29.
TANSEY, B. M.,	December 8.
TIEMEYER, JOHN C.,	August 8.
ULLRICH, HARRY C.,	December 12.
WATSON, JOHN T.,	March 15.
WEIGEL, EUGENE F.,	October 23.
WINN, JOHN D.,	August 7.
WYMAN, S. M.,	February 25.

MEMBERS

—OF THE—

Merchants' Exchange of St. Louis.

JANUARY 11th, 1897.

NUMBER OF MEMBERS, 2,395.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abeles, J. D.		Terminal Hotel	Union Station.
Abeles, Robt.	Abeles & Taussig	Lumber	Rialto Building.
Abbott, Augustus L.	R. G. Dun & Co.,	Mercantile Agency	314 Pine st.
Able, Sam. T.	R. G. Dun & Co.,	Mercantile Agency	Cham. of Com.
Abraham, W. D.	Abraham & Gerdes,	Feed.	E. St. Louis, Ill.
Ackerson, J. O.	Pittsburg Plate Glass Co.	Storekeeper	Crystal City, Mo.
Adams, C. M.	Waters Pierce Oil Co.,	Sec'y and Treas.	Odd Fellows' Bldg.
Adams, R. M.			207 Chamber of Commerce.
Adams, Claiborne.	R. M. Adams,	Brokers.	207 Chamber of Commerce.
Adams, W. H.	Chas. A. Sweet & Co.,	Butter, Cheese, etc.	401 N. Second st.
Adler, Ben	Adler, Goldman & Co.,	Cotton	195 Gravier st., N. O.
Adler, Joseph		Broker	Fort Smith, Ark.
Aglar, James F.	Union Pacific Ry.,	Railroad Agent	211 N. Fourth st.
Ahrens, Aug.		Real Estate Agent	325 Market st.
Akin, Thomas.		Commission	208 Cham. of Com.
Albers, C. H.	C. H. Albers & Co.,	Commission	400 Cham. of Com.
Albrecht, Victor.		Burlaper	200 N. Commercial.
Albrecht, H. S.	Schoellborn-Albrecht	Machine Company	610 N. Levee.
Alden, John T.	Alden Vinegar Co.,		1000 N. Main st.
Allaway, Jas. W.	Armour Packing Co.,		2080 Clark ave.
Allen, Geo. L.	Fulton Iron Works,		Second and Carr sts.
Allen, George W.	Mo. & Ill. Coal Co.,		Rialto Building.
Allen, Edmund T.	E. T. & C. B. Allen,	Lawyers	Wainwright Building.
Allen, James H.	Allen-West Com. Co.,		104 S. Main st.
Allen, Chas. Claffin		Lawyer	Security Building.
Allen, J. Oran	Messmore, Gannett & Co.,		509 Cham. of Commerce.
Allen, H. W.	Allen-West Com. Co.,		104 S. Main st.
Alexander, Chas. H.	Kehlor Bros.		Chamber of Commerce.
Allison, James W.			217 N. Third st.
Alt, Henry			3029 Shenandoah.
Althaus, W. E.	Western Brass Mfg. Co.,	Secretary	615 Walnut st.
Altheimer, Gustave	Gus. Altheimer Co.,	Broker	3211 Pine st.
Altheimer, Benj.	Altheimer & Rawlings,	Bonds and Stocks	205 N. Fourth st.
Ambs, Joseph B.			3223 Caroline st.
Ames, Henry			St. Louis Club.
Ames, Wm. P.			1817 Leffingwell ave.
Ande, Geo.		Pork Packer	2889 S. Jefferson ave.

Name.	Firm.	Business.	Location.
Anderson, W. B.	Nelson Com. Co.	202 Chamber of Commerce	
Anderson, W. T.	Farmers Elevator Co.	President. 417 Cham. of Commerce	
Anderson, J. F.	Georgia Railway,	G. W. Agent. Fourth and Chestnut.	
Anderson, Loreuzo E.	Anderson &	Wade Real Est. Co. Columbia Bldg.	
Andrews, Wm. O.	Andrews & Robinson,	2111 Washington ave.	
Annan, R. P.	Annan, Burg & Smith,	Commission. 325 Chestnut st.	
Anthony, Henry	Anthony & Kuhn	Brewing Co. Victor and Tenth	
Arbuckle, James, Sr.	Arbuckle & Co.,	Brokers. 311 Pine st.	
Archer, W. B.		3820 Washington ave.	
Arens, Henry C.		Commission. 304 N. Commercial st.	
Arnold, C. H.	Jno. Wahl & Co.,	Commission. 2 S. Main st.	
Arnold, Henry	Jno. G. Haas Soap Co.,	Soap. 802 Wash st.	
Arp, Eggert	Eggert Arp & Co.,	2520 Bismarck st.	
Atkinson, Robt.	Robt. Atkinson & Co.,	Commission. 27 S. Second st.	
Aufderheide, A. G.	F. W. Aufderheide,	Commission. 22 S. Commercial st.	
Aufderheide, F. W.		22 S. Commercial st.	
Aufderheide, Walter	F. W. Aufderheide,	Commission. 22 S. Commercial st.	
Augst, G. A. W.	Fourth National Bank,	Cashier. Rialto Building.	
Avery, J. W.		Fire Insurance. 223 Chestnut st.	
Avery, E. H.	Waters Pierce Oil Co.,	Odd Fellows' Building.	
Axtell, W. C.	Union Storage Co.,	Manager. Foot of Florida st.	
Backer, Henry		1808 S. Fourteenth st.	
Backer, Mathias		1413 S. Tenth st.	
Backer, George H.	Regina Flour Mills,	601 S. Main st.	
Bacon, Williamson	Tyler Estate,	President. 406 Market st.	
Baer, Bernard	Bernard Baer & Co.,	Produce and Provisions. 114 Elm st.	
Baer, Herman	B. Baer & Co.,	Wholesale Grocers. Ft. Smith, Ark.	
Bailey, David		Real Estate. 2628 Gamble st.	
Bailey, Charles H.		Real Estate. 304 N. Seventh st.	
Bain, Walter			
Baird, W. J.		St. Charles, Mo.	
Baker, George A.	Continental Nat'l Bk.,	President. Fourth and Olive	
Baker, Holland W.		Civil Engineer. 3101 Washington ave.	
Baker, Jno. F.		4380 St. Louis ave.	
Baker, I. G.		411 Olive st.	
Baker, E.	Patton, Bell & Co.,	Cotton. Cotton Exchange.	
Baker, Walter H.	National Lead Co.,	Tenth and Clark ave.	
Baker, J. E.	Baker Bros.,	Insurance. 421 Olive st.	
Baker, Jesse T.	St. Louis Com. Co.,	124 N. Main st.	
Baker, Geo.	St. Louis Milling Co.,	Carlinville, Ill.	
Baker, Wm. J.	Modern Miller,	Second and Olive sts.	
Baker, Willson	Seligman Mercantile Co.,	Seligman, Mo.	
Ball, Philip De C.		Ice Machines. 912 N. Main st.	
Ballantine, John	Coey & Co.,	Pork Packers. Keokuk, Io.	
Ballard, T. R.	Ballard, Messmore & Braun,	Commission. Republic Building.	
Ballard, J. O., Jr.	Ballard, M. & Braun,	Commission. Republic Building.	
Bang, Adolphus	Teichman Com. Co.,	Vice-President. Republic Building.	
Bannerman, Jas.	Meyer, Bannerman & Co.,	Saddlery. 614 N. Sixth st.	
Barada, F. X.	Barada-Ghio Real Estate	Co. 915 Chestnut st.	
Bardenheier, John		Liquors. 312 Market st.	
Barcklage, Louis	Wernse & Dieckman,	Brokers. 317 N. Fourth st.	
Barnard, Geo. D.	Geo. D. Barnard & Co.,	Stationers. Vandeventer & Laclede.	
Barnes, E. H.		3528 Lindell ave.	
Barnes, B. S.		303 Chamber of Commerce.	
Barnes, Chas. W.	Index Realty & Ins. Co.,	Wainwright Building.	
Barney, Chas. E.	Scruggs, Vandervoort &	Barney D. G. Co. Broadway & Locust.	
Barnhart, Wm. R.	Barnhart Mer. Co.,	Fancy Groceries. 826 N. Third st.	
Barnhart, Cary L.	Barnhart Mer. Co.,	Fancy Grocers. 826 N. Third st.	
Barnidge, Aug. J.	with Chas. E. Prunty,	Clerk. 1 S. Main st.	
Barnidge, Frank J.	Chas. E. Prunty,	Seeds. 1 S. Main st.	
Barret, Arthur B.	Barret-Moore Com. Co.,	122 N. Commercial st.	

Name.	Firm.	Business.	Location.
Barrett, John F.	Jno. F. Barrett & Co.,	Grain.	6 Sherman st., Chicago.
Barrows, John C.	Barrows & Karst,	Insurance.	Security Building.
Barry, Thos. J.	Essmueller & Barry,	Mill Builders	21st and Walnut.
Barstow, Chas. W.		Paints and Oils	617 N. Second st.
Barthels, Aug.	St. L. Syrup Refining Co.,		317 N. Second st.
Bartlett, Jas. A.	Bartlett & Miller,	Insurance.	104 N. Third st.
Bartley, W. T., Jr.	St. Louis Ice Mfg. &	Storage Co.	713 S. Main st.
Barutio, B., Jr.	Steffen & Barutio,	Commission.	6 N. Main st.
Bascom, Jos. D.	Broderick & Bascom,	Rope Co.	704 N. Main st.
Bascome, Western	West'n Bascome & Co.,	Insurance Agent.	220 Pine st.
Basye, Chas. P.	Basye & Robinson,	Commission	116 N. Main st.
Battaile, L. A.	American Ex. Bank,	Cashier	Third and Pine.
Bauer, A. H.	Bauer Bros.,	Brokers	206 N. Third st.
Baulch, John J.	Wiggins Ferry Co.,		Security Building.
Bauman, M.	L. Bauman Jewelry Co.,		316 N. Eighth st.
Bauman, D.	Picher Lead Co.,		Farmington, Mo.
Baur, Herman.	Baur & Regal,	Flour.	833 N. Third st.
Bayha, George		Sausage Maker	Thirtieth & LaSalle.
Bayrd, E. A.	Matthew Addy & Co.,	Iron Commission	Bank Com. Bldg.
Beardsley, C. F.	Picker & Beardsley,	Commission	214 N. Main st.
Beck, Geo. J.		Teamster	1814 Geyer ave.
Beck, Henry W.		Feed and Seed Store.	20th and Pine.
Beck, J. W.	H. W. Beck & Sons,	Feed	5708 Manchester rd.
Beck, Harry G.	H. W. Beck,	Grain	2001 Pine st.
Becker, Edward C.			3112 Cass ave.
Becker, Aug. H.		Fresco Painter.	4216 Page ave.
Becker, Conrad.		Miller	Red Bud, Ill.
Becker, Hugo.	J. G. Haas Soap Co.,	Soap	802 Wash st.
Becker, Jno., Jr.		Grocer	1272 S. Broadway.
Beckmann, Edward.	Edw. Beckmann	Commission Co.	121 Market st.
Beckmann, Geo. H.		Teamster	Eighth and Clark ave.
Beckmann, W. E.	Bakers' and	Confectioners' Supplies	13 S. Main st.
Beer, H. M.		Broker	Security Building.
Beimes, Frederick H.	Alkire Grocer Co.,	Wholesale Grocers	423 S. 7th st.
Beinke, August		Architect	Wainwright Building.
Bell, T. P.	T. P. Bell & Bro.,	Real Estate	925 Chestnut st.
Bell, Nich. M.	Peper Tobacco	Warehouse Co.	1112 Market st.
Bell, James G.	J. G. Bell & Co.,	Commission	304 N. Commercial st.
Bell, James W.	St. L. Safe Deposit Co. &	Saving Bank	513 Locust st.
Belt, Geo. W.		Steamboat Clerk	106 N. Eighth st.
Belz, J. H.	J. H. Belz & Co.,	Pork Dealers	3801 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.,	Bags	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bendick, John H.		Grocer	6839 Scanlan ave.
Benedict, Aug. W.	Sam'l Cupples	Woodenware Co.	Seventh & Spruce.
Bennett, Thomas.	Thos. Bennett & Co.,	Com.	66 Bd. of Tr. Bldg, Chicago.
Bensiek, John C.		Livery	1138 N. Sixth st.
Berg, Nicholas	Nicholas Berg & Son,	Insurance.	404 Market st.
Bergesoh, C. W.	Commercial Bank,	Cashier	Fourth and Pine sts.
Bergin, John P.	Konta Brokerage Co.,		311 Pine st.
Bergmann, Conrad C.	Bergmann Feed Co.,	Feed	2718 Chouteau ave.
Bergmann, B. C.	C. Bergmann Feed Co.,	Feed	2713 Chouteau ave.
Bergmann, Robt. J. C.	Bergmann Feed Co.,		2713 Chouteau ave.
Bernet, Christian	Bernet & Craft,	Flour	8 S. Main st.
Bernst, Peter			8 S. Main st.
Bernheimer, Marcus	Meramec	Highlands Co.	206 N. Fourth st.
Berry, Albert L.	Berry-Horn Coal Co.,		Union Trust Building.
Bersch, Edmund	Bersch Ins. Agency,	Insurance.	311 Olive st.
Bersch, Wm.	Bersch Ins. Agency,	Insurance.	311 Olive st.
Berthold, John S.	Berthold & Jennings,	Lumber	Fourth and Chestnut sts.
Berthold, A.	Barada-Ghio R. E. Co.,		915 Chestnut st.
Bethune, James H.	Bethune Crane Const.	Co.,	314 N. Sixth st.
Betts, R. A.	R. H. Betts & Co.,	Real Estate	1103 Pine st.
Betts, Alfred	Mound City Distilling Co.,	Distillers	2116 S. Second st.
Biebinger, Wm			Rialto Building.

Name.	Firm.	Business.	Location.
Biebinger, F. W.	Fourth Nat'l Bank,	President	Rialto Building.
Biedenstein, Henry		Grocery	1208 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John M.	J. M. Biekert & Co.,	Commission.	207 N. Main st.
Bienenstok, Hermann	S. Bienenstok & Co.,	Wool	Main and Pine sts.
Bienenstok, Sigfried	S. Bienenstok & Co.,	Wool	Main and Pine sts.
Bieser, Fred			1845 N. Seventh st.
Biggers, S. L.	Simmons Hardware Co.,		Ninth and Spruce st.
Bilbro, H. B.	Cresc. Grain & Elev. Co.,	Grain.	208 Cham of Com.
Billon, Guy P.	Gaylord, Blessing & Co.,		307 Olive st.
Birch, W. F.			Levee and Madison sts.
Birch, James T.			3039 Washington ave.
Bird, John	Vicksburg Anchor Line	Agent	Foot of Chestnut st.
Bischoff, Gustav	St. L. D. Beef and	Provision Co.	3919 Papin st.
Bittner, Jacob, Jr.			3400 Chestnut st.
Bixby, W. K.	Mo. Car & Foundry Co.,		509 Chestnut st.
Blackmer, Lucian R.	Blackmer & Post,	Sewer Pipe	Sixth and Locust sts.
Blackwelder, Geo. H.	Blackwelder-	Halbrook Realty Co	107 N. 7th st.
Blakely, John W.	Blakely-Sanders	Mann Co, Live Stock	Un. St'k Yds.
Blakely, Walter J.	St. Louis Sanitary Co.,		411 Olive st.
Blanfuss, Wm.			2844 Henrietta st.
Blanke, Detlef J.		Insurance Agent	415 Locust st.
Blatchley, M. E.		Grain	Whitehall, Ill.
Blattner, Fred, Jr.			Wellsville, Mo.
Blattner, W. E.			Mexico, Mo.
Bleckman, E. A.		Feed	2421 N. Broadway.
Blessing, John H.	Gaylord, Blessing & Co.,	Broker	307 Olive st.
Block, David	Block, Dean & Co.,	Commission	417 Chamber of Com.
Block, David, Jr.	Smithers & Block,	Feed	3015 Olive st.
Block, Louis	Louis Block P. Co.,		1016 N. Third st.
Blossom, C. D.			829 Union ave.
Blossom, H. M.	H. M. Blossom & Co.,	Insurance	217 N. Third st.
Blossom, H. A.	H. M. Blossom & Co.,	Insurance	217 N. Third st.
Blow, C. W.	Crown Linseed Oil Co.,		Sixteenth and Clark ave.
Blumeyer, Conrad		Grocer	Tenth and Madison sts.
Bobring, J. H.		Grocer	Bobring P. O., Mo.
Bode, Henry J.	Bode & Litzau,	Feed	531 Manchester rd.
Boeck, Walter A.	Adam Boeck & Co.,	Real Estate	622 Chestnut st.
Boesewetter, Richard	Chas. G. Stifel's	Brewing Co.	1901 N. Fourteenth st.
Boepple, John		Sausage Mauf	615 S. Second st.
Bofinger, John			115 N. Third st.
Bogard, John J.		Insurance	3632 S. Broadway.
Bohle, Louis C.	Louis C. Bohle Livery Co.,		1122 Chestnut st.
Bohnenkamp, John	Hoffman Hdq. &	Stave Co.	1217 Warren st.
Boisselier, Chas. L.		Farmer	Bonhomme, Mo.
Boisselier, R. W.		Accountant	515 Pine st.
Boland, J. L.	J. L. Boland Book and	Stationery Co.	610 Washington ave.
Bollin, A.	A. Bollin & Co.,	Insurance	1533 S. Broadway.
Bollman, O. H.	Bollman Bros. Co.,		1100 Olive st.
Bolz, John T.		Staves and Hdq.	1509 Bremen ave.
Bonner, B. R.	B. R. Bonner Ice Co.,	Ice and Coal	511 N. Twelfth st.
Bonsack, F. C.		Architect	Union Trust Building.
Booth, Wm.	Wm. Booth & Co.,	Real Estate	618 Chestnut st.
Booth, Thos.	J. W. Booth & Sons,	Commission Co	Rialto Building.
Booth, T. W.	J. W. Booth & Sons,		Rialto Building.
Boschert, Roman			3711 Cass ave.
Bostick, R. H.	Jas. M. Houston Grocer Co.,		800 Spruce st.
Bostick, J. E.	Lehigh & Wabash Despatch,		Fourth and Chestnut.
Boswell, M. F. S.		Broker	510 S. Seventh st.
Boswell, Geo. W.		Broker	510 S. Seventh st.
Boughton, F. W.	N. Y. Life Ins. Co.,	Agent	DeMenil Building.
Bowles, M. A.		Provision Broker	307 1/2 Pine st.
Bowman, Theo. G.	Carter & Bowman,		112 N. Fourth st.
Bowman, Chas. G.	St. L. Stamping Co.,		Second and Cass ave.
Boyd, W. G.	D. R. Francis & Bro.,	Commission Co.	Laclede Building.

Name.	Firm.	Business.	Location.
Boyd, Trustin B.	T. B. Boyd & Co.,	Men's Furnishers	514 Olive st.
Boyd, F. J.	International Metal Co.,		Security Building.
Boyle, Wilbur F.	Boyle, Priest & Lehman,	Attorneys	Laclede Building.
Bradley, G. Douglas			209 Chamber of Commerce.
Bradshaw, Thos. J.	Ryan Com. Co.,	Grain.	222 N. Fourth st.
Brady, Hugh J.	Brady & McGroarty,	Grain.	Ninth and Cass ave.
Brady, P. A.			4020 Westminster Place.
Brandon, Geo. B.	Carter & Bowman,	Commission.	114 N. Fourth st.
Braun, Geo. H.	Braun-Lang Com. Co.,		Gay Building.
Braun, Jos. L.	Ballard, Messmore &	Braun Com. Co.	Republic Bldg.
Bray, Wm.	Wm. Bray & Co.,	Commission.	226 Market st.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Bredecke, H. C.	Chouteau Ave.	Brew. Co., Br'w's.	2100 Chouteau ave.
Brennan, D. B.		Real Estate.	816 Chestnut st.
Brentano, H.		Stock Broker.	Security Building.
Brewer, Wm.			839 S. Seventh st.
Brickey, S. H.	W. C. Wilkinson & Co.,	Commission.	Main and Pine sts.
Brinckwirth, Louis	Brinckwirth-Nolker	Brewing Co.	1714 Cass ave.
Brinckmeyer, E. H.	Brinckmeyer-Meyer	Hay and Grain Co.	1111 N. Broadway.
Brinckmeyer, Otto.	Brinckmeyer-Meyer	Hay and Grain Co.	1109 N. Broadway.
Brinson, H. L.	Brinson-Judd Grain Co.,		415 Chamber of Commerce.
Brinson, L. B.	Briuson-Judd Grain Co.,		415 Chamber of Commerce.
Briody, James			208 N. Main st.
Brislin, D. A.	Brislin & Sheble Mfg. Co.,		907 Lucas ave.
Broadhead, James O.		Lawyer.	14 N. Fourth st.
Broadhead, Chas. S.	Broadhead & Hezel,	Attorney.	14 N. Fourth st.
Brockman, Fred	Fuchs & Brockman,	Feed.	902 Clark ave.
Brockman, F. W.	Brockman & Trauernicht,	Provs. and Com.	805 N. Third st.
Brockman, Arthur P.	Brockman Com. Co.,		Rialto Building.
Brockmeier, F. C.	Engelke & Feiner,		806 S. Broadway.
Brockmeier, J. C.	Brockmeier & Selving,	Commission.	118 S. Main st.
Brockmeyer, H. G.		Assessor's Office.	Court House.
Broderick, John J.	Broderick-Bascom	Rope Co.	704 N. Main st.
Brodhack, Joseph H.		Toys, Candies, etc.	2232 S. Broadway.
Broeder, Henry		Produce and Com.	928 N. Third st.
Broeg, Louis	J. W. Booth & Sons,	Commission Co.	Rialto Building.
Bronaugh, Perry S.		Brick and Tile.	Viriden, Ill.
Bronson, E. P.	Cumberland Mills,		Nashville, Tenn.
Brookings, Robt. S.	Sam'l Cupples Wooden	& Wil'ware Co.	Seventh and Spruce.
Brookes, John F.			3438 Lake ave., Chicago, Ill.
Brooks, Charles		Fireman.	22nd and N. Market sts.
Brown, F. J.		Grain and Prov.	207 N. Fourth st.
Brown G. W.	The Brown Shoe Co.,		Eleventh and Washington ave.
Brown, James N.	American Cent. Ins. Co.,		Broadway and Locust sts.
Brown, Daniel S.	Pioneer Steam Keg Wks.,		2212 DeKalb st.
Brown, Benj.	Brown-Clark Paper Co.,		816 N. Third st.
Brown, Edmund M.	F. Smith & Son	Grocer Co.	806 Spruce st.
Brown, Joseph		City Auditor	City Hall.
Browne, Harry M.	Carter & Bowman,	Commission.	114 N. Fourth st.
Bruck, Henry		Produce.	1709 S. Second st.
Bruenemann, Ernst		Flour and Feed.	8753 S. Jefferson ave.
Bruening, Rudolph	with Brinckwirth-	Nolker Brewing Co.	1714 Cass ave.
Brundage, S. P.	Hall Fruit Co.,	Produce.	910 N. Fourth st.
Bruner, John A.	C. L. Crane & Co.,	Insurance.	225 Chestnut st.
Bryden, Alex. A.	Randolph Coke and	Coal Co.	Sixth and Locust sts.
Buchanan, E. C.			
Buck, Thos. E.		Physician.	2610 S. Jefferson ave.
Buck, M. M.	M. M. Buck & Co.,	Railway Supplies.	212 N. Third st.
Buckland, Jos. A.	Jos. A. Buckland & Co.,	Commission.	103 S. Third st.
Buehler, Henry, Jr.	Buehler-Phelen Paint	Mfg. Co.	Twelfth and Locust sts.
Bull, Wm.	Bull & Garesche,	Fire Insurance.	100 N. Third st.
Bull, John C.	with Carroll & Powell,	Insurance Agent.	115 N. Third st.
Bullen, C. W.	National Bank Republic,	President	214 N. Fourth st.
Bulte, Aug. J.	Meyer & Bulte,	Flour	Laclede Building.
Bulte, Wm. J.	Wm. J. Bulte & Co.,	Flour and Commission.	17 S. Main st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Bulte, Henry J.	W. J. Bulte & Co.	Flour	17 S. Main st.
Bunton, C. M.	Nanson Commission Co.		202 Chamber of Commerce.
Burback, W. E.	J. B. M. Kehlor & Co.	Commission	410 Cham. of Commerce.
Burdeau, J. P.	St. L. & Miss. Val. Tr. Co.	Freight Agent	Main and Walnut st.
Burg, Henry	Annan, Burg & Smith	Flour Commission	325 Chestnut st.
Burg, William		Iron and Steel	102 N. Fourth st.
Burg, Philip		Grocer	1210 S. Broadway.
Burnet, Halsted	Beatte Mfg. Co.		2202 Pine st.
Burr, Chas. P.	Chas. P. Burr & Co.	Commission	Rialto Building.
Burton, J. A.	J. A. Burton & Co.		310 Chamber of Commerce.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi.
Busch, A., Jr.	Anheuser-Busch Brew. Co.	Brewers Supplies	Ninth & Pestalozzi.
Busch, E. A.	E. A. Busch & Co.	Brewers' Supplies	108 S. Main st.
Buschman, C. L.	Deceased.		
Buschman, E. L.	Standard Elevator Co.		Gay Building.
Buschman, A. H.	Buschman Grain Co.	President	Gay Building.
Buschman, F.		Flour and Feed	2141 Adams st.
Bushnell, D. I.	D. I. Bushnell & Co.	Grain and Seeds	109 N. Second st.
Butler, W. C.		Insurance	415 Locust st.
Butler, L. L.		Real Estate	204 N. Third st.
Butler, Edward	Ed. Butler & Son	Horseshoer	15 S. Tenth st.
Butler, Edw. G.		Student	3540 Pine st.
Butler, John R.	James Campbell	Broker	218 N. Fourth st.
Bycroft, Henry F.	H. F. Bycroft & Co.		Gillespie, Ill.
Byrd, George H.	Senter & Co.	Commission	25 S. Third st.
Byrne, Daniel P.	Redmond Cleary Com. Co.		318 Chamber of Commerce.
Byrne, Frank T.	National Dispatch	Agent	Laclede Building.
Cabell, Ashley		Attorney-at-Law	506 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.	Tailors	421 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.	L. A. Coquard	Broker	124 N. Third st.
Cain, P. R.	Stern, Laner, Shohl & Co.	Clothiers	701 Washington ave.
Calvert, Belvin	with Loader Hat Co.		3959 Cook ave.
Campbell, Given	Campbell & Ryan	Lawyer	421 Olive st.
Campbell, James		Bonds and Stock	Rialto Building.
Campbell, W. H.	Nelson, Morris & Co.	Pork Packers	National Stock Yards.
Cantwell, Harry J.	Central Lead Co.		510 Pine st.
Capen, Sam. D.	Geo. D. Capen & Co.	Insurance	107 N. Third st.
Capen, Geo. H.	Geo. D. Capen & Co.	Insurance	107 N. Third st.
Carl, Philip	Lone Star Brewing Co.		San Antonio, Tex.
Carlisle, David		Feed and Grain	114 Chestnut st.
Carlisle, David, Jr.			114 Chestnut st.
Carmichael, G. W.	J. E. Clark & Co.	Cider	2000 Pine st.
Carnegy, B. K.			806 N. Cardinal ave.
Carpenter, W. M.	Bryant & Stratton Com.	Col. (Pres.)	420 Market st.
Carpenter, Geo. O., Jr.	National Lead Co.	Manager	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.	Real Estate Agents	106 N. Eighth st.
Carpenter, Jas. M., Jr.	J. M. Carpenter & Co.	Real Estate	106 N. Eighth st.
Carr, Paschall	Mo. Safe Deposit Co.		Sixth and Locust st.
Carr, Peyton T.	Citizens' Insurance Co.		Rialto Building.
Carreras, Ev. E.		Printer and Binder	3d & St. Charles.
Carroll, C. C.	Carroll & Powell	Insurance Agents	115 N. Third st.
Carroll, John F.	Jones, Edwards & Co.	Liquors	525 N. Second st.
Carroll, James F.		Grain	Greenville, Ill.
Carroll, Chas. E.		Fire Loss Adjuster	415 Locust st.
Carruthers, T. B.	T. B. Carruthers Com. Co.		100 N. Fourth st.
Carruthers, Geo. F.	Belt Warehouse		East St. Louis.
Carruthers, W. W.			Union Trust Building.
Carson, Chas. C.	Gutgesell & Carson	Brokers	312 N. Second st.

Name.	Firm.	Business.	Location.
Cartan, L. V.	L. V. Cartan & Co.	Real Estate	1006 Chestnut st.
Carter, T. W.	Carter & Bowman,	Commission	112 N. Fourth st.
Case, Frank C.		Insurance	117 N. Third st.
Case, J. B.	Lincoln Trust Co.		712 Chestnut st.
Case, E. S.	C. H. Albers & Co.	Commission	400 Cham. of Com.
Case, David W.		Architect	206 N. Seventh st.
Casey, William.	Deceased.		
Cassidy, Abner C.	Cassidy Bros. & Co.	Live Stock Com.	Nat. Yds., E. St. L., Ill.
Castleman, Geo. A.	Deceased.		
Catlin, E. F.	Brinson-Judd Grain Co.		414 Chamber of Commerce.
Cave, Elmore.	Standard Elevator Co.		Gay Building.
Cavender, John H.	Cavender & Thompson,	Real Estate	706 Pine st.
Chadbourn, G. W.			Security Building.
Chaffraix, D. A.		Capitalist	St. Charles ave., N. O.
Chamberlain, F. B.	F. B. Chamberlain	Com. Co.	300 N. Main st.
Chamberlain, William F.		Seed Inspector	300 N. Main st.
Chamberlain, F. B., Jr.	F. B. Chamberlain	Com. Co.	300 N. Main st.
Chamberlin, E. C.	E. C. Chamberlin & Co.	Commission	515 Cham. of Com.
Chamberlin, G. E.	E. C. Chamberlin & Co.	Commission	515 Cham. of Com.
Chambers, Jas. H.	Jas. H. Chambers & Co.	Publishers	2940 Locust st.
Chambers, Joseph L.			12 N. Eighth st.
Chambers, R. S.	Bradstreet Co.	Superintendent	Security Building.
Chandler, DeLacy.	Miss. Valley Trust Co.		Fourth and Pine sts.
Chandler, Whately L.	New England Mut.	Accident Assn.	24 N. Third st.
Chandler, H. W.	Chandler Mfg. Co.		2842 Olive st.
Chandler, Kelly R.			22 N. Second st.
Chapman, E. H.	E. H. Chapman & Co.	City Weighers	8 S. Main st.
Chase, James E.		Liquors	410 Locust st.
Chestnut, Matthew T.			Equitable Building.
Chisholm, J. A. H.	J. W. Booth & Sons,	Commission Co.	Rialto Building.
Chouteau, J. Gilman.			508 Chamber of Commerce.
Chouteau, Pierre		Engineer	Security Building.
Church, Alonzo C.	Wiggins Ferry Co.		Security Building.
Churchill, James O.		Insurance	415 Locust st.
Clark, Warren L.	Clark & Stuyvesant,	Grocer Co.	305 N. Second st.
Clark, Charles			Laclede Building.
Clark, Benj. W.	Clark & Stuyvesant	Grocer Co.	305 N. Second st.
Clark, James E.	J. E. Clark & Co.	Cider & Vinegar Mfrs.	20th & Pine sts.
Clark, Hinman H.	Waters Pierce Oil Co.		Odd Fellows' Building.
Clark, C. W.	Tully & Clark,	Architect & Engr'r.	B'dway & Locust
Clark, Charles C.	Clark & Stuyvesant	Grocer Co.	305 N. Second st.
Clark, J. A.	Clark Bros.	Feed	East St. Louis, Ill.
Clarkson, Chas. S.	Clarkson Bond &	Stock Co.	321 Olive st.
Cleary, Redmond	R. Cleary Com. Co.	Commission	318 Cham. of Com.
Cleary, Michael			110 N. Twelfth st.
Cleary, T. F.	R. Cleary Com. Co.		318 Chamber of Commerce.
Clemens, F. W.		Grocer	3353 Gravois ave.
Cleveland, Henry			El Dorado Springs, Mo.
Cleveland, Henry D.		Dep. Col. Int. Rev.	Custom House.
Clifford, Alfred	Con. Steel & Wire Co.		1935 Papin st.
Clifton, Daniel W.	Nanson Com. Co.		202 Chamber of Commerce.
Cline, Frederick A.		Justice of Peace	717 Manchester ave.
Culley, J. F.	Con. Coal Co.	Agent	Laclede Building.
Cobb, Seth W.	S. W. Cobb & Co.	Commission	317 Cham. of Com.
Cobb, C. W. S.	Glencoe Lime & Cement Co.		Odd Fellows' Building.
Cochran, James	F. Whittaker & Sons,	Bookkeeper	Seventh and Carr sts.
Cochran, Fred. G.	F. G. Cochran & Co.	Grain and Provision	205 N. Third st.
Cochran, Geo. J.			4369 W. Belle pl.
Cockrell, C. W.			Omaha, Neb.
Cockrell, J. H.			203 Chamber of Commerce.
Cockrell, Elias		Grain	Jerseyville, Ill.
Cockrell, W. A.	Schreiner-Flack Com. Co.	Commission	108 N. Fourth st.
Cohn, J. W.	Hunter Bros.	Flour and Feed	Third and Chestnut.
Colby, B. H.		Civil Engineer	City Hall.
Colby, W. A.	Allison Commission Co.		114 N. Main st.

Name.	Firm.	Business.	Location.
Cole, Nathan	Cole Commission Co.,	Commission	213 N. Second st.
Cole, Amedee B.	Cole Commission Co.,	Commission	213 N. Second st.
Cole, Charles B.	H. C. Cole Milling Co.,	Miller	Chester, Ill.
Cole, H. C.	H. C. Cole Milling Co.,		Chester, Ill.
Coleman, H. C.	H. C. Coleman & Co.,	Commission	510 Cham. of Commerce.
Collins, H. B.	Whitaker & Hodgman,	Brokers	300 N. Fourth st.
Collins, Thos. R.	Martin Collins, Son & Co.,	Insurance	101 N. Third st.
Collins, Martin	Martin Collins, Son & Co.,	Insurance	101 N. Third st.
Collins, C. F.			3812 Pine st.
Comfort, C. D.		Real Estate	17 N. Tenth st.
Compton, Rich'd J.	Compton & Sons,	Lith. & Ptg. Co.	212 Locust st.
Comstock, Thomas G.		Physician	3401 Washington ave.
Concannon, F. T.	Bartlett & Concannon,	Fan. Gro. & Prov.	507 N. Second st.
Conn, Luther H.		Mining	Union Trust Building.
Connor, P. P.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, M. J.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, W. P.	Connor Bros. & Co.,	Commission	Gay Building.
Conrad, J. F.	J. F. Conrad Crocer Co.,		2714 Franklin ave.
Conrad, Peter		Steamboatman	1429 Chouteau ave.
Conrades, Edwin H.	Donk Bros. Coal Co.,		Chamber of Commerce
Conzelman, Theophilus	Crunden-Martin	Woodenware Co.	301 S. Main st.
Cook, Douglas G.	American Wine Co.,		3021 Cass ave.
Cooke, Michael			2222 Sullivan ave.
Coon, D. F.			Fort Scott, Kas.
Cooper, A. D.	Graham Paper Co.,	Paper	217 N. Main st.
Cooper, M.			Little Rock, Ark.
Coquard, L. A.		Banker and Broker	124 N. Third st.
Corcoran, Wm. J.	Wm. J. & J. W. Corcoran,	Commission	1426 N. Broadway.
Corcoran, Jas. W.	Wm. J. & J. W. Corcoran,	Commission	1426 N. Broadway.
Cordes, D.	D. Cordes & Co.,	Flour and Feed	1928 S. Twelfth st.
Cordes, John F.		Grocer	3619 Garfield ave.
Cornelius, N. B.		Mill Furnishing	1119 N. Sixth st.
Corneli, Adolph.	Schisler-Corneli Seed Co.,		714 N. Fourth st.
Corneli, Ben P.	Schisler-Corneli Seed Co.,		714 N. Fourth st.
Corrington, Nelson A.	Rosedale Hay and	Grain Co.	Delmar and Cates ave.
Coste, Paul F.		Lawyer	319 N. Fourth st.
Coudrey, Harry M.	Coudrey & Scott,	Insurance	Third and Pine sts.
Cousins, George	Cousins Tea Co.,		521 Market st.
Cox, Charles A.	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, James F.	Coyle & Sargent,	Wholesale Silks	624 Washington ave.
Coyle, B. H.	Blue & Canada So. Line,	Cont. Agent	312½ Chestnut st.
Crabb, J. D.	Consolidated Coal Co.,		Laclede Building.
Craft, Henry G.	Bernet & Craft,	Flour Com.	8 S. Main st.
Cram, Geo. T.	American Cen. Ins. Co.,	President	Broadway and Locust sts.
Cramer, G.	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.	J. E. Crawford & Son,	Stocks and Bonds	305 Pine st.
Crawford, Jas. E.	J. E. Crawford & Son,	Stocks and Bonds	305 Pine st.
Crawford, John H.	Lackawanna Line,		Laclede Building.
Crawford, S. W.	S. W. Crawford & Co.,	Lumber	DeSoto, Mo.
Creveling, H. C.			1425 Lucas pl.
Crittenden, H. B.	Trauernicht & Crittenden,	Brokers	716 Spruce st.
Crombie, C. S.	Index Realty & Inst. Co.,		Wainwright Building.
Crosman, Henry	Nelson, Morris & Co.,	Dressed Beef	Chicago, Ill.
Crothers, John C.	The McPheeters	Warehouse Co.	1104 N. Levee
Crone, C. C.		Real Estate	3602 N. Broadway.
Crook, Wm.		Farmer	New Design, Ill.
Crouch, J. N.		Real Estate	Webster Groves, Mo.
Cullen, Michael J.	Cullen & Kelly,	Livery	1212 N. Seventh st.
Culpeper, Chas. E.	E. B. Grain White Co.,		208 Chamber of Commerce.
Culver, W. W.	Wrought Iron Range Co.,		1901 Washington ave.
Cummiskey, Jas.	Jas. Cummiskey & Co.,	Broker	812 N. Third st.
Cunningham, C. A.	St. L. United Elev. Co.,	Storage	Rialto Building.
Cunningham, E. H.			
Cunningham, Dickson	Block, Dean & Co.,	Com.	418 Chamber of Commerce.
Cupples, Sam'l.	Sam'l Cupples Wood &	Willowware Co.	7th and Spruce sta.

Name.	Firm.	Business.	Location.
Currie, W. I.	Pope-Currie Com. Co.,		42 Gay Building.
Currie, Thomas L.		Grain Inspector	416 Cham. of Com.
Dacey, James A.	Dacey & Co.,	Commission	1204 N. Third st.
Dacey, Patrick	Dacey & Co.,	Commission	1204 N. Third st.
Dallam, Douglas	Hoosac Tunnel F.F.Line,		204 Railway Exchange.
Daly, Fernand V.		Broker	8332 Chouteau ave.
Dameron, Ed C.			509 Olive st.
Damhorst, Caspar		Soda	1030 S. Twelfth st.
Damhorst, Henry		Insurance Agent	919 Chestnut st.
Damke, Henry		Teamster	3319 Lemp ave.
Damon, Charles P.	C. P. Damon & Co.	Wholesale Liquors	Security Bldg.
Dana, George D.	Charter Oak Stove &	Range Co., Sec'y	1440 N. Main st.
Danforth, A. H.		Merchant	Charleston, Mo.
Danforth, W. H.	Robinson-Danforth	Com. Co.	Twelfth and Gratiot sts.
Daub, H. W.	Schreiner-Flack Grain Co.,	Commission	116 N. Fourth st.
Dausman, Geo.	Geo. Dausman R. E. Co.,		802 Chestnut st.
Davidson, J. K.	Davidson & Smith,	Grain	Kansas City, Mo.
Davidson, J. M.			208 Chamber of Commerce.
Davis, John D.		Lawyer	421 Olive st.
Davis, Thos. W.	St. L. Market Rep'r Co.,	Reporter	112 Chestnut st.
Davis, C. R. H.	C. R. H. Davis & Co.,	Real Estate	808 Chestnut st.
Dawson, Jas. P.	Frank, Dawson & Garvin,	Lawyers	Wainwright Building.
Dean, Chas. L.	Ludlow-Saylor Wire Co.,		116 S. Fourth st.
Dean, O. M.			1017 N. Third st.
Dean, Eugene G.		Produce	1017 N. Third st.
Dean, Wm. B.	Block, Dean & Co.,	Commission	417 Cham. of Commerce.
Dean, Murry	Dean, Mill Co.,	Flour	Ava, Ill.
DeBolt, A.	A. DeBolt & Co.,	Printers	218 Locust st.
Decker, John	John Decker & Co.,	Livery	921 N. Sixth st.
Dehner, Adolph	Dehner-Wuerple M. B. Co.		1611 S. Third st.
Deibel, Fred		Flour and Feed	22nd & Morgan sts.
Deibel, Louis P.	Fred Deibel	Flour and Feed	22nd & Morgan sts.
DeLafield, Wallace	DeLafield & Snow,	Insurance	111 N. Third st.
DeLaney, John O'F		Real Estate	811 Chestnut st.
DeLaney, W. R.	Bank of Centreview,	Cashier	Centreview, Mo.
Delano, Rufus J.		Attorney	Laclede Building.
DeMain, Silas	S. L. Bolt B. & T. Wks.,		800 N. Levee.
DeMary, T. C.	T. C. DeMary & Co.,	Brokers	1 S. Main st.
DeMenil, Alexander N.		Capitalist	DeMenil Bldg., 7th & Pine.
Dennig, Louis E.	Anheuser-Busch B'rg. Co.		Ninth & Pestalozzi sts.
Denton, W.	Denton Bros.,	Grain	Leavenworth, Kas.
Desloge, F.	Desloge Lead Co.,		322 Pine st.
Devir, John B.	Hayden Sady H. W. Co.,		512 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal	315 N. Seventh st.
DeWitt, L. B.		Broker	116 N. Fourth st.
De Yong, A.	Drummond Tobacco Co.,		400 S. Fourth st.
Dick, Joseph B.	Hy. Sayers & Co.,	Commission	216 N. Main st.
Dickson, Joseph	Dickson & Smith,	Lawyer	Union Trust Building.
Dickey, E. M.	E. M. Dickey & Co.,	Grain	705 Monadnock Block, Chicago.
Dickinson, Albert	The A. Dickinson Co.,	Seeds	1600 S. Clark st., Chicago.
Dickinson, W. C.		Commission	22 N. Second st.
Dickinson, Chas.		Seeds	1600 S. Clark st., Chicago.
Dickmann, Joseph F.		Seeds and Grain	1110 N. Third st.
Dieckman, John H.	Wernse & Dieckman,	B'k'rs and Brokers	317 N. Fourth st.
Dieckman, Henry		Flour and Feed	1611 S. Ninth st.
Diekman, Ferd.	Ferd Diekman Feed Co.,	Flour and Feed	2318 S. Broadway.
Diekmann, Joseph Jos. H.	Diekmann & Co.,	Flour and Feed	1210 Biddle st.
Dines, W. C.	St. L. Sewing Mach. Co.,		1118 Pine st.
Dippold, Martin	The Farmers Milling Co.,		Edwardsville, Ill.
Doane, Dana		Farmer	Tempest, Ill.
Doan, Geo. P., Jr.	Ford & Doan,	Commission	417 S. Seventh st.

Name.	Firm.	Business.	Location.
Dobson, David....	with R. Cleary Com. Co.,	Commission..	418 Cham. of Commerce.
Docter, Casper H			2201 N. Ninth st.
Dodd, Sam'l M			416 Locust st.
Dodson, Joseph		Grain.....	Shipman, Ill.
Dodson, J. W. The Dodson & Hills Mfg. Co.,			Third and Cedar sts.
Doggett, Lewis C....	N. K. Fairbank & Co.,	Lard Refiners..	Third and Convent sts.
Donahoe, Martin P. Hargadine-McKittrick		Dry Goods Co..	8th & Washington ave.
Donaldson, A. R	Donaldson Bond and	Stock Co.....	Third and Olive sts.
Donaldson, John W	Donaldson Bond and	Stock Co.....	Third and Olive sts.
Donaldson, Wm. R		Attorney ..	Broadway and Walnut st.
Donk, E. C	Donk Bros. Coal Co.,	Coal Dealers ..	Third and Pine sts.
Donnell, J. W	Donnell, Mfg. Co.,		612 S. Sixth st.
Donnelly, Bernard	Donnelly Bros.,	Livery	2039 Wash st.
Donnewald, G. H	G. H. Donnewald & Co.,	Coal	2000 Clark ave.
Donovan, J. T. J. T. Donovan Real Est. Co.,			Seventh and Chestnut sta.
Donovan, John F	Lindell Hotel Prop.,		Lindell Hotel.
Donzelot, Eugene	E. Donzelot & Son,	Commission ..	16 S. Main st.
Donzelot, E. F	E. Donzelot & Son,	Commission ..	16 S. Main st.
Dornitzer, Jos		Real Estate ..	206 N. Eighth st.
Dougherty, Matthias		Grocer	1201 Pine st.
Douglass, John H	The Knapp-Stout	Lumber Co..	Salisbury and Hall sts.
Doud, Royal H	Doud Packing Co.,		500 Chamber of Commerce.
Dower, John	Tracy & Dower,	Feed	2309 N. Grand ave.
Dozier, L. D	Dozier Cracker Co.,	Bakers	Sixteenth and Morgan sts.
Drown, P. S	Miss. & O. Riv. Pilots' So.,	Secretary	325 Chestnut st.
Drummond, H. I	Drummond Tob. Co.		Fourth and Spruce sta.
Duffy, C. N	Citizens' Railway Co.,	Secretary	3320 Easton ave.
Duffy, Jos. A	J. A. Duffy & Co.,	Real Estate ..	806 Chestnut st.
Dula, R. B	Drummond Tobacco Co.		Fourth and Spruce sta.
Dunham, John S	Dunham Mfg. Co.,	Dessicated Cocoanut ..	9 Locust st.
Dunn, F. R		Commission ..	1134 N. Third st.
Dunn, Thos.	Thos. Dunn Loan, Storage	and Mer. Co.	912 Franklin ave.
Dunnerman, Chas. J ..	Dunnerman Realty	Co.	702 Chestnut st.
Duross, James	Duross & Olcott,	Planing Mill ..	3300 N. Broadway.
Dutcher, C. O	Bd. of Grain Inspectors,	President	416 Cham. of Commerce.
Dutcher, I. V. W., Jr.	R. W. & O. R'y and	Ontario Dispatch ..	118 N. Third st.
Dutcher, Sam'l S	Clarkson,	Bond and Stocks ..	321 Olive st.
Dye, James Wm.	P. P. Williams Grain Co.,		520 Chamber of Commerce.
Dyer, D. P		Lawyer	Union Trust Building.
Dyer, E. H.	Mound City Paint & Color Co.		406 N. Second st.
Eakin, Chas		Grain Broker	22 N. Second st.
Eberle, C. A		Flour	8 S. Second st.
Eberle, Geo. A	Victoria Flour Mills,		212 Chamber of Commerce.
Eddy, A. M	Eddy & Eddy,	Manufacturing ..	500 N. Main st.
Edenborn, Wm	Con. Steel & Wire Co.		Rookery, Chicago, Ill.
Edmunds, Henry L	Criminal Court,	Judge	Four Courts
Edwards, B. F	Nat'l Bank of Com.,	Asst. Cashier ..	Broadway and Olive.
Edwards, Louis	Miss. Glass Co.,	Glass Mfgs.	Main and Angelica sts.
Edwards, Jas. C	Rex Mill Co.,	General Manager ..	Kansas City, Mo.
Edwards, Jos. White ..	Jones, Edwards & Co.	Liquors	525 N. Second st.
Edwards, Geo. L	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Eggers, H. B	Meramec Mills,	Millers	Eighth and Clark ave.
Eggers, F. W	H. B. Eggers & Co.,	Millers	Eighth and Clark ave.
Ehlermann, Charles ..	Chas. Ehlermann Hop	and Malt Co.	22d st. and Scott ave.
Eichler, Frank E	St. Louis Commercial	Bulletin	115 Pine st.
Eicks, A. W		Feed	1508 Cass ave.
Einstein, Wm			Security Building.
Eiseman, B	Rice, Stix & Co.,	Dry Goods ..	Tenth & Washington ave.
Eisenhardt, Herman ..		Soap Manufacturer ..	101 N. Second st.
Eisenmayer, P. H., Jr.	So. Ill. Elevator	Milling Co.	Murphysboro, Ill.
Ellerbe, C. P	Union Cas. & Surety Co.,	President	Wainwright Building.

Name.	Firm.	Business.	Location.
Elliman, T. L.	D. R. Francis & Bro.	Commission	Laclede Building.
Ellis, Wm. A.	Merchants' Life Assn.		Union Trust Building.
Ellis, Wm. C.	Kehlor Bros.	Milling	401 Chamber of Commerce.
Ellis, Thos. H.	Meessmore, Gannett & Co.	Commission	510 Cham. of Com.
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Engel, L. F.			3905 Cook ave.
Engel, Wm.		Teamster	2801 Wisconsin ave.
Ennis, James L.	The Pearl Confectionery,		Chemical Building.
Eno, E. Bates	E. B. Eno & Co.	Brokerage Co.	503 Cham. of Com.
Eppelsheimer, Frank	Fisher Flour Co.		204 Market st.
Eschrich, Henry		Grocer	3600 Gravois ave.
Essmuller, Fred	Essmuller & Barry,	Millwrights	21st and Walnut sts.
Espenschied, Chas.			3500 Washington ave.
Etz, Frank	Frank Etz & Co.	Commission	809 N. Fourth st.
Euston, Alex.	National Linseed Oil Works		Sixteenth st. and Clark ave.
Evans, Jas. W.	McCann-Evans Realty Co.		1011 Chestnut st.
Evans, Jos. N.	Evans Bros.	Tobacco Co.	Sixteenth & Poplar sts.
Evans, C. O.	Evans Bros.	Tobacco Co.	Sixteenth & Poplar sts.
Everist, A. M.		Real Estate	211 N. Eighth st.
Evill, Burton K.		Hay and Grain	409 Theresa ave.
Evill, John H.	Excelsior Grain Co.		426 S. Theresa ave.
Ewald, Jacob C.	Deceased.		
Ewald, L. P.	Ewald Iron Co.	Iron, etc.	941 N. Second st.
Ewing, James F.	Salt Ass'n of Mich.		105 N. Third st.
Ewing, A. B.			Laclede Building.
Ewing, W. K.			509 Chamber of Commerce.
Eyster, W. C.	W. C. Eyster & Co.	Staves, etc.	24 N. Third st.
Fairham, Geo. G.	G. G. Fairham & Bro.	Commission	920 N. Third st.
Fairham, Isaac	G. G. Fairham & Bro.	Commission	918 N. Third st.
Farley, J. H.		Commission	108 N. Fourth st.
Farrelly, Thos. F.		Real Estate	812 Chestnut st.
Fath, Conrad			2519 S. Twelfth st.
Fath, Oliver J.			Second and Dock sts.
Faulkner, Wm. R., Jr.			2844 Chestnut st.
Faust, A. E.	Faust & Sons Oyster Co.	President	Broadway and Elm st.
Fay, Emory	F. C. Taylor & Co.	Commission	208 N. Main st.
Fears, John C.	Illinois Central Elevators,		New Orleans, La.
Feickert, Louis	Wm. J. Lemp,	Clerk	Thirteenth and Cherokee sts.
Feiner, Geo. Wm.	Engelke & Feiner,	Milling Co.	804 S. Broadway.
Feiner, Frank	Engelke & Feiner,	Milling Co.	804 S. Broadway.
Feldbusch, Herman		Teamster	2108 Blair ave.
Felkel, E. E.	Goddard & Hall,		514 Chamber of Commerce.
Fennerty, Edw.			420 S. Sixteenth st.
Fenske, P. B.	Gilsonite Roofing & Paving	Co.	Wainwright Building.
Ferguson, Hugh	Hugh Ferguson & Co.	Provision Brokers	205 N. Third st.
Ferguson, D. K.			Fourth and Pine sts.
Ferguson, Chas. W.	National Lead Co.		Tenth st. and Clark ave.
Ferguson, Martin	Grand Hotel,		819 Chestnut st.
Ferguson, Wynne		Commission	Cham. of Com. Bldg.
Ferris, Franklin	Rowell & Ferris,	Lawyers	418½ Olive st.
Feuerbacher, F. W.	F. W. Feuerbacher	& Co., Malster	2705 S. Broadway.
Field, Eugene	Traders' Despatch,		Laclede Building.
Field, Frank	O. H. Peckham Candy Co.,		Seventh and Spruce sts.
Field, John T.			Laclede Building.
Fife, Chas. R.	Chas. R. Fife Com. Co.	Merchandise Brokers	100 N. 4th st.
Figueroa, A. de	St. L. Transfer Co.	General Manager	400 S. Broadway.
Figueroa, F. S. de	St. L. Transfer Co.		Second and Poplar st.
Filley, Chauncey I.			2700 Chestnut st.
Filley, John D.	St. Louis Trust Co.		Fourth and Locust sts.
Finck, J. C., Jr.	J. C. Finck Mfg. Co.	Barytes, etc.	101 Barton st.
Finkenbinder, J. S.	Singer Mfg. Co.		1124 Olive st.

Name.	Firm.	Business.	Location.
Finty, Thos.		Grain.	Xenia, Ill.
Fischer, John C.	Fischer Flour Co.		204 Market st.
Fischer, C. H.	German Savings Bank,	Teller.	Fourth and Pine sts.
Fischer, Louis F.	Chas. Tiedeman Mill. Co.		O'Fallon, Ill.
Fischer, Joseph.			108 N. Fourth st.
Fischer, A. H.	M. Kotany,		411 Olive st.
Fisher, D. D.		Circuit Judge.	Court House.
Fisher, John A.	J. A. Fisher & Co.,	Hay.	Fourth and Chestnut sts.
Fisher, John J.	M. & M. G. R. R.		Laclede Building.
Fisher, Francis.			24 N. Third st.
Fisse, Wm. E.	Fisse & Kortjohn,	Attorney.	Laclede Building.
Fitz Gibbon, J. D.		Builder.	1815 Pine st.
Flach, Joseph.	New Athens Milling Co.		New Athens, Ill.
Flack, Chas. E.	Schreiner-Flack Grain Co.,	Commission.	116 N. Fourth st.
Flanagan, George M.	Flanagan & Co.,	Millers.	1913 S. Third st.
Flanagan, Chas. H.	Flanagan & Co.,	Millers.	1913 S. Third st.
Flebbe, Hermann.	Western Candy and	Bakers' Supply Co.	216 S. Third st.
Fleming, Thos. H. B.	O'Connor & Co.,	Market Reporter.	112 Chestnut st.
Flesh, M. M.	Flesh & Mook Painting Co.		417 N. Third st.
Flitoraft, P. R.	Circuit Court,	Judge.	Court House.
Foell, Christian.			3108 Illinois ave.
Foell, Henry.	Foell & Co.,	Commission.	123 Market st.
Foerstel, Michael.			4333 Clayton ave.
Foley, Daniel J.			Henderson, Ky.
Forbes, R. T.	Stephens Lith. & Eng. Co.		211 Washington ave.
Forster, Frank J.	American Tripoli Co.		122 Pine st.
Forster, Otto E.		Physician.	520 N. Garrison ave.
Forster, C. August.	Hyde Park Brew. Co.,		Salisbury st. and Florissant ave.
Forster, C. Marquard.	St. L. Brew'g Assn.		809 S. Sixth st.
Forster, Marquand.	M. Forster R. E. Co.		809 S. Sixth st.
Foskett, Hosea.	Foskett & Kissner,	Feed.	4247 N. Broadway.
Fouke, Phil. B.	Funsten Bros. & Co.,	Commission.	108 N. Main st.
Fowler, Edwin.		Insurance.	Odd Fellows' Building.
Fowler, F. E.	F. E. Fowler & Co.,	Insurance.	315 N. Third st.
Fraley, M.	Moses Fraley & Co.,	Insurance.	110 N. Third st.
Francis, David R.	D. R. Francis Com. Co.		Laclede Building.
Francis, T. H.	D. R. Francis Com. Co.		Laclede Building.
Franciscus, James M.			Bank of Commerce Building.
Franciscus, J. M., Jr.	Moffitt & Franciscus,	Real Estate.	703 Chestnut st.
Frank, Henry.	B. Baer & Co.,	Produce.	114 Elm st.
Frank, John F.		Grain.	Okawville, Ill.
Frank, Joseph.			
Frank, Max.		Horses and Mules.	4239 N. Market st.
Frank, Nathan.		Attorney.	304 N. Eighth st.
Franklin, Jos.	Wm. Barr Dry Goods Co.,	Dry Goods.	Sixth and Olive st.
Freeborn, Charles S.	Star Union Line,	Freight Agent.	309 Olive st.
Freeman, C. L.			Security Building.
Freeman, T. W.	American Wire & Iron Co.,	Manuf'y Wire.	Security Building.
Freudenstein, L. D.			1428 Washington ave.
Freund, L.	L. Freund & Bro.,	Bakers.	913 Souland st.
Fritsche, Charles E.		Accountant.	3023 N. Broadway.
Fritsche, Jake C.	J. C. Fritsche Com. Co.		Union Trust Building.
Fritschle, Robert.		Grocer.	5000 Gravois st.
Frommann, Paul.		Distillers' Agent.	24 N. Second st.
Fruin, John J.			Meadville, Mo.
Fruin, Jeremiah.	Fruin-Bambrick Con. Co.,	Contractors.	922 Olive st.
Funk, Joseph P.	J. P. Funk & Co.,	Tallow, etc.	4610 N. Broadway.
Funsten, R. E.	Funsten Bros. & Co.,	Commission.	108 N. Main st.
Furlong, Wm.	Picker & Beardsley,	Commission.	214 N. Main st.
Furth, Jacob.	Jacob Furth Grocer Co.,		810 Spruce st.
Fusz, Louis.	Regina Flour Mills		601 S. Main st.
Fusz, Paul A.	Bi-Metallic Mining Co.,	President.	Security Building.

Name.	Firm.	Business.	Location.
Gabriel, Conrad	C. Gabriel & Bro.,	Feed	2650 Chouteau ave.
Gabriel, Wm.	C. Gabriel & Bro.,	Feed	2650 Chouteau ave.
Gaienne, Frank	Gen. Man. St. L. Expo.		Thirteenth and Olive sts.
Ganahl, Jno. J.	Jno. J. Ganahl Lumber Co.		Second and Park ave.
Gandolfo, John B.	Gandolfo Flour and	Commission Co.	18 S. Second st.
Gannett, Jno. M.	Messmore, Gannett & Co.,	Commission	509 Chamber of Com.
Garbald, John C.	Hyde Park Brewery,		809 S. Sixth st.
Gardner, John A.	Amer. Oak Leather Co.,		612 St. Charles st.
Gardner, Wm. A.	S. W. Cobb & Co.,	Commission	317 Chamber of Com.
Garneau, James W.	Krey Packing Co.,		Twenty-first and Bremen ave.
Garratt, John W.	J. W. Garratt & Co.,	Railway Supplies	2028 Walnut st.
Garrels, G. W.	Franklin Bank,	Banking	Fourth and Morgan sts.
Garrison, O. L.	Big Muddy Coal & Iron Co.,		Wainwright Building.
Garrity, F. I.	National Cereal Co.,		206 N. Commercial st.
Garstang, Richard	Southern Boiler Wks.,		1201 S. Second st.
Garth, John H.	Farmers' & Merchants'	Bank, President	Hannibal, Mo.
Garvey, Lawrence	L. Garvey & Co.,	Produce and Com.	1412 N. Broadway.
Gasser, Emil	with M. M. McKeen & Co.,		6 N. Second st.
Gatch, Elias S.	Granby Mining and S. Co.,		Sixth and Locust sts.
Gaupel, Henry J.	Geisel Mfg. Co.,		225 S. Second st.
Gaus, H., Jr.	Henry Gaus & Sons,	Box Factory	2100 N. Main st.
Gebhardt, Geo. E.	Geo. E. Gebhardt & Bro.,	Grocer	7830 Ivory ave.
Gehner, H.	H. Gehner Distilling Co.,	Whiskey	801 Market st.
Gehrty, John E.	Chapin & Co.,	Mill Feed	305 Chamber of Com.
Geissmann, Otto		Flour	Highland, Ill.
Gerber, Charles	Gerber Fruit Co.,		910 N. Third st.
Gerdes, Geo. H.		Feed	110 S. Jefferson ave.
Gerhard, O. J.	Abels & Gerhard	Plumbing Co.	909 N. Sixth st.
Gerhart, P. G.			3840 Washington ave.
Gerke Henry		Teamster	3401 N. Ninth st.
Gerlach, W.		Insurance	6 N. Third st.
Gessler, Emil W.	E. W. Gessler & Co.,	Commission	322 Pine st.
Gessler, E. A.	Gessler & Kraussnick,	Broker	411 Olive st.
Gettys, James M.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Gettys, Thos. B.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Ghiselin, Horace	United Elev. Co.,	Superintendent	Rialto Building.
Ghio, John B.	Deceased.		
Ghio, James C.	Barada-Ghio R. E Co.,		915 Chestnut st.
Gibbons, John T.	J. T. Gibbons & Co.,	Grain	Poydras and S. Peters st., N. O.
Geisecke, Otto	Chas. Ehlerman Hop and	Malt Co.	Twenty-second and Scott.
Gieselman, F. H.	Chris. Sharp Com. Co.,		202 N. Main st.
Giesler, John F.	John F. Giesler & Bro.,	Feed	1831 Franklin ave.
Gilbert, W. Jewett	Armstrong Cork Co.,	Brewers' Sups.	23 S. Fourth st.
Gilbert, Sidney L.	Armstrong Cork Co.,	Brewers' Sups.	23 S. Fourth st.
Gillis, James	Gillis Bros.,	Commission	123 N. Main st.
Gilmartin, P. J.	P. J. Gilmartin & Co.,	Commission	104 N. Fourth st.
Gintz, Adam			Belleville, Ill.
Ginochio, D.	Ginochio Bros. & Co.,	Fruits	713 N. Third st.
Giraldin, Chas. E.	Giraldin Bros. & Cates,	Real Estate	308 N. Eighth st.
Givens, Jos. W.		Architect	407 N. Broadway.
Glogau, Emile		Real Estate	Seventh and Olive sts.
Glover, A. B.	A. B. Glover & Co.,		215 Chamber of Commerce.
Gockel, John J.		Grocer	3142 Cass ave.
Goddard, G. F.	E. Goddard Flour Mill Co.,	Millers	Second and Rutger sts.
Goddard, J. H.	E. Goddard Flour Mill Co.,	Millers	Second and Rutger sts.
Godlove, Geo. W.	Geo. W. Godlove & Co.,	Commission	120 N. Main st.
Godlove, L.	Hellman-Godlove Mercantile	Co.	120 N. Main st.
Goebel, Fritz	Goebel & Wetterau	Wholesale Grocers	27 S. Second st.
Goeke, Fred'k W.	F. W. Goeke & Co.,	Commission	22 N. Second st.
Goerger, Wm.		Maltster	1717 Singleton st.
Goerts, August	Germania Life Ins. Co.,		Am. Central Building.
Goetz, Charles W.	C. W. Goetz & Co.,	Cements, etc.	11th and Walnut sts.
Goetz, Victor	Merchants' Exchange Bd.	of Flour Insp.	8 S. Main st.
Goldman, J. D.	Adler-Goldman Com. Co.,	Cotton Factors	112 S. Main st.
Golsan, Robert W.			Fourth and Pine sts.

Name.	Firm.	Business.	Location.
Gonter, Chas. G.		Printer	4297 Page ave.
Good, Louis C.	L. C. Good & Co.	Mdse. Brok'rs.	Eighth and Spruce sta.
Goodall, John R.	W. H. Markham & Son,	Insurance	117 N. Third st.
Goodnow, Frank	Burlington Elev.	Superintendent	Gay Building.
Gordon, Samuel	Cox & Gordon,	Provisions	1019 S. Third st.
Gore, Chas. J.	Conn. Mut. L. Ins. Co.,	Gen. Agt.	Wainwright Building.
Gore, W. S.	H. L. Halliday Milling Co.,		Cairo, Ill.
Gorman, John I.			1964 Washington ave.
Gorman, John	Jno. Gorman & Bro.,	Commission	1414 N. Broadway.
Grable, W. B.			4118 Juniata st.
Grace, P. F.	Keane & Grace,	Real Estate	923 Chestnut st.
Graham, Ben B.	Graham Paper Co.,	Paper Dealers	213 N. Main st.
Graham, G. L.			512 Chamber of Commerce.
Graham, E. D.			Mexico, Mo.
Graham, Wm. H.	Bank of Republic,	Cashier	214 N. Fourth st.
Granger, C. H.		White Line	Rialto Building.
Grant, W. D.		Pork Packer	3828 Garfield ave.
Grant, Chas. A.	W. D. Grant,	Pork Packer	3828 Garfield ave.
Grant, Alex. D.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Grassmuck, Wm.		Commission	116 N. Fourth st.
Gratz, Anderson	Warren, Jones & Gratz,	Bagging	Rialto Building.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging	Rialto Building.
Graves, Oswald	Oswald Graves Grain Co.,		412 Chamber of Commerce.
Graves, W. W.	St. Louis Cracker Co.,		1809 Chouteau ave.
Gray, Melvin L.		Lawyer	509 Chestnut st.
Green, R. W.	St. Louis Car-Wheel Co.,	Car Wheels	Bank of Com. Bldg.
Green, C. C.	C. C. Green Lumber Co.,		Temple Building.
Green, H. H.	Green Car-Wheel Mfg. Co.,	President	3018 N. Broadway.
Green, Chas.	Chas. Green Real Est. Co.,		724 Chestnut st.
Green, Thomas	Deceased.		
Green, James	Helmbacher Steam Forge	& Rolling Mill Co.	Barton & DeKalb.
Green, Montreville		Steamboating	Alton, Ill.
Green, W. L., Jr.	W. L. Green Com. Co.,	Commission Co.	304 N. Third st.
Greene, O. H.	National Lead Co.,	Ast. Manager	Tenth and Clark ave.
Greensfelder, Moses B.		Real Estate	Central, St. L. Co.
Greenwood, Moses, Jr.	Greenwood & Co.,	Real Estate	Wainwright Building.
Greer, James G.			902 Chestnut st.
Greer, Robert C.	R. C. Greer & Sons	Realty Co.	902 Chestnut st.
Gregg, Norris B.	Mound City Pt. & Col. Co.,	Paints and Oils	406 N. Second st.
Gregg, W. H., Jr.	Monnd City Pt. & Col. Co.,		406 N. Second st.
Gregory, James A.			3410 Morgan st.
Greve, Henry	John Wahl Com. Co.,		2 S. Main st.
Grier, J. P.	Allen, Grier & Zeller Co.,		39 Board of Trade, Chicago.
Grier, R. C.	Carrington, Hannah & Co.,		209 Chamber of Commerce.
Griesedieck, Henry	H. Griesedieck & Co.,	Maltster	1134 S. Twelfth st.
Griesedieck, Paul H.	H. Griesedieck & Co.,		1134 S. Twelfth st.
Griesedieck, Bernard	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sta.
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sta.
Griesedieck, Henry C.	Heim Brewing Co.,		East St. Louis, Ill.
Griesedieck, Henry, Jr.	Nat'l. Brew'y Co.,	Br'wrs	Eighteenth and Gratiot sta.
Griesedieck, H. L.	H. L. Griesedieck & Co.,	Liquors	715 N. Sixth st.
Griesedieck, Frank	H. Griesedieck & Co.,	Malster	1110 Park ave.
Griffin, John S.	Ghio-Griffin Real Est. Co.,		210 N. Eleventh st.
Griffin, T.		Provisions	1701 Austin st.
Grimm, Henry J.	Grimm & Mitchell		100 N. Fourth st.
Grindon, Alfred J.	Fisher & Co.,	Real Estate	714 Chestnut st.
Grone, Ed.	Grone & Co.,	Soda	18 S. Eleventh st.
Grone, Henry	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Grone, John G.	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Gronemeyer, J. Ph.		Grocer	4214 Page ave.
Gronemeyer, C. L.	J. P. Gronemeyer,	Grocer	2268 Clark ave.
Grossheider, Aug. F.	Grossheider & Bro.,	Flour and Feed	2817 Easton ave.
Grover, Hiram J.		Lawyer	417 Pine st.
Grubbs, H. B.	Armour Packing Co.,		Security Building.
Gruensfelder, Louis		Pork P'ker	McNair & Shenandoah

Name.	Firm.	Business.	Location.
Gruet, John P.	Waters Pierce Oil Co.		Odd Fellows' Building.
Gruner, Philip	Gruner Bros. Lumber Co.		Ninth st. and Cass ave.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut st.
Guinzburg, H. A.		R. R. Ticket Broker	510 Olive st.
Gunnison, Geo. W.	Inland Oil Co.	Oils	Commercial Building.
Guy, W. E.	Madison Coal Co.	President	Security Building.

Haarstick, Hy. C.	St. L. & Miss. Val. Tr. Co.	President	Main and Walnut sts.
Haarstick, Wm. T.	St. L. & Miss. Val. Tr. Co.	Vice-President	Main and Walnut sts.
Haase, Louis H.	A. C. L. Haase & Son	Fish Co.	415 N. Second st.
Haering, John		Teamster	2014 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haessler, Herman A.		Lawyer	16 N. Fourth st.
Hagerman, James		Attorney	Wainwright Building.
Hagey, H. Given	Hagey Bros.	Commission	222 N. Main st.
Hainsworth, Jonas			3806 Arsenal st.
Hake, Louis, Jr.	Louis Hake & Son	Provisions	819 N. Third st.
Hall, Chas. E.	Langenburg Bros.	Commission	418 Cham. of Com.
Hall, Geo. H.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, John E.	Goddard-Hall Co.		514 Chamber of Commerce.
Halloran, M. J.	E. W. Gessler & Co.	Commission	322 Pine st.
Hamilton, R. A.	Whittaker & Sons	Mangr. of Pork House	7th & Carr sts.
Hamilton, Alexander	Gartside Coal Co.	Coal	1121 Pine st.
Hamlin, J. R.			206 Chamber of Commerce.
Hammer, L. F.	Hammer Dry Plate Co.		Ohio ave. and Miami st.
Hancock, D. J.		Insurance	119 N. Third st.
Handlan, A. H., Jr.	M. M. Buck & Co.	Railroad Supplies	212 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.	V.-P. & Sec'y	Ninth & N. Market st.
Hanson, C. T.	P. B. Mathiason & Co.		5310 N. Second st.
Hanson, P. M.	St. Louis Stamping Co.		Second st. and Cass ave.
Hardie, Andrew D.	Kehlor Bros.	Millers	401 Chamber of Commerce.
Hardin, N. C.		Attorney	Louisiana, Mo.
Harig, Albert J.			Chamber of Commerce.
Harker, George M.	Agent Allen Addition		2128 S. Seventh st.
Harmer, R. M.		Deceased	
Harrigan, L.		Chief of Police	Four Courts.
Harris, W. B.	Harris & Wengler	Real Estate	927 Chestnut st.
Harris, Ben	B. Harris & Co.	Hides and Wool	204 N. Main st.
Harris, James R.		Farmer	Allentown, Mo.
Harris, David P.	Harris Bros.	Coal	Security Building.
Harris, Evan W.			4427 N. Twenty-first st.
Harrison, John P.			120 N. Third st.
Harrison, Jno. W.	Shickle, H. & H. Iron Co.		Twelfth and Papin sts.
Harrison, W. B.	Harrison-Berry Com. Co.		Republic Building.
Harrison, J. P. M.	Egypt Milling Co.		Ashley, Ill.
Harstick, J. C.		Teamster	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.	Printing	221 N. Main st.
Hart, Herman	Hart Commission Co.		12 S. Main st.
Hart, Henry E.	Excelsior Grain Co.	Grain and Hay	426 S. Theresa ave.
Hartmann, Ernst	E. Hartmann Hide &	Leather Co.	1928 Gravois ave.
Hartmann, Rudolph	R. Hartmann & Co.	Commission	101 N. Main st.
Hartman, John		Merchant Tailor	612 N. Broadway.
Harvey, Geo. Jr.	P. M. Brunner Granitoid	Co.	Turner Building.
Hattersley, F.	F. Hattersley & Co.	Flour Brokers	205 Pine st.
Hattersley, Joseph	F. Hattersley & Co.	Flour Brokers	205 Pine st.
Hauelsen, F. G.	Hauelsen & Lang	Produce and Com.	1016 N. Third st.
Hauptmann, Peter	Peter Hauptmann &	Co., Tobacco	412 N. Third st.
Hausen, G. A.	H. Broeder	Commission	926 N. Third st.
Hawken, Wm. H.	Cole Bros. Com. Co.		218 N. Second st.
Hayden, T. F.	Hayden Slate Co.		Twelfth and Locust st.
Hayes, D. J.	Richmond Mfy. Co.		Lockport, N. Y.
Haynes, Delos R.	Haynes Bros.	Real Estate	Union Trust Building.

Name.	Firm.	Business.	Location.
Haynes, W. J.	Front Rank Steel Furnace Co.		706 N. Main st.
Haynes, Wm. A.	W. A. Haynes & Co.	Grain.	Chenoa, Ill.
Hazard, Wm. P.	C. H. Albers Com. Co.		400 Chamber of Commerce
Healey, E. S.	Glencoe Lime & Cement Co.		Odd Fellows' Building.
Healey, J. D.		Grocer.	2367 Lafayette ave.
Healey, Chas. F.	The N. K. Fairbank Co.		Rialto Building.
Heath, A. J.	A. J. Heath & Co.	Commission.	114 Pine st.
Heege, Albert.		Grocer.	Clayton, Mo.
Heege, Theodore.		Grocer.	Kirkwood, Mo.
Heffernan, James P.	Ryan Com. Co.	Grain.	222 N. Fourth st.
Heidbreder, John H.	Superior Ice & Cold Storage Co., Ice.		Twelfth and Palm.
Heidbreder, Chas. W.	Superior Ice & Cold Storage Co.		2507 University st.
Heinrich, John P.	Heinrich Coal Co.	Coal.	506 Olive st.
Heinrichsmeyer, Henry		Feed.	6330 S. Broadway.
Heinzelmann, H. R.	Rock Spring Mills.		3840 Laclede ave.
Heintz, Emil.	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heitzeberg, H. S.	Ed. Heitzeberg P. & P. Co.		3101 N. Broadway.
Heitzeberg, Chas. L.	Ed. Heitzeberg P. & P. Co.		3101 N. Broadway.
Heitzeberg, Geo. C.	Ed. Heitzeberg P. & P. Co.		3101 N. Broadway.
Helein, Geo. A.		Cooperation.	419 S. Fourteenth st.
Helery, M. F.		Restaurant.	112 N. Third st.
Helfenstein, J. P.	Plant Seed Co.		312 N. Fourth st.
Hellendall, Gustave.	Frank & Hellendall.	Hides and Wool.	107 Elm st.
Hellman, A. M.	A. M. Hellman & Co.	Wholesale Liquors.	508 N. Second st.
Hellman, Louis M.			508 N. Second st.
Hellman, Chas.	Hellman-Godlove Mer. Co.		120 N. Main st.
Helm, Louis.		Grain.	322 Pine st.
Hetzell, D. S.	D. S. Hetzell & Co.	Commission.	10 S. Main st.
Hetzell, M. D.	M. D. Hetzell Com. Co.		327 N. Fourth st.
Hetzell, Harry D.	A. J. Child & Son.	Commission.	219 Market st.
Heman, John Henry.	Heman Con. Co.		1817 Leffingwell ave.
Heman, August.	Heman Con. Co.		1817 Leffingwell ave.
Heman, Wm.	Heman Con. Co.		1817 Leffingwell ave.
Heman, John.	Heman Con. Co.		1817 Leffingwell ave.
Heman, Fred.			1817 Leffingwell ave.
Hemenway, Wm. D.	Peugnet & Hemenway.	Insurance.	305 Olive st.
Hendee, S. A.	S. A. Hendee & Co.	Grain.	Bushnell, Ill.
Hendgen, P. J.		Insurance.	117 N. Third st.
Henry, Frank R.	Mo. R. R. Co.		10 S. Compton ave.
Henseler, George.		Oils.	120 S. Commercial st.
Henseler, F. F.	St. Louis Drayage Co.	Transfer.	407 S. Main st.
Henson, Mark.			Granite, Ill.
Henze, F. W.		Baker.	417 Lucas ave.
Herf, O.	Herf & Frericha Chemical Co.		4528 S. Broadway.
Herold, Theo.	Consumers Brewing Co.		1900 Shenandoah st.
Herthel, Adolph.	International Bank.	Cashier.	Fourth and Chestnut sts.
Hesse, W. J.	Ills. Hydraulic Brick Co.	Brick.	Odd Fellows' Building.
Hesser, John T.		Coal and Coke.	509 Chestnut st.
Hewitt, O.		Commission.	205 N. Third st.
Heydt, John B.		Baker.	1613 Biddle st.
Heyman, Wm.	Lackawana Line.	Agent.	Houser Building.
Hezel, Charles.	Hezel Milling Co.	Millers.	East St. Louis, Ill.
Hezel, Morris.	Hezel Milling Co.	Millers.	East St. Louis, Ill.
Hickman, W. T.	Wiggins Ferry Co.	Contracting Agent.	Security Bldg.
Hickel, Joseph, Jr.	Jos. Hickel & Son.	Butter and Cheese.	210 Market st.
Higbee, R. B.		Merchant.	Laclede Building.
Hilger, John J.			3702 Cook ave.
Hilke, Christoph.		Flour and Feed.	3749 N. Broadway.
Hilke, Christ H.	Christ Hilke.	Feed.	3747 N. Broadway.
Hilmer, E. C.	Hilmer-Scheitlin Com. Co.		804 N. Third st.
Hill, Ewing.	Western Advertising Co.		Union Trust Building.
Hill, G. W.	Regina Mills.	Millers.	601 S. Main st.
Hill, Jerome.	Jerome Hill Cotton Co.	Cotton Factors.	116 S. Main st.
Hill, Walker.	American Ex. Bank.	President.	Third and Pine st.
Hill, Wm. L.	N. Y. Life Insurance Co.	Agent.	Odd Fellows' Building.

Name.	Firm.	Business.	Location.
Hill, James A.			2843 Washington ave.
Hill, W. R.			
Hill, H. M.		Lawyer	325 Olive st.
Hillar, W. T.	Illinois Central Railroad		115 N. Third st.
Hills, Edward	Dodson & Hills	Pickles, etc.	Third and Cedar sts.
Hinchman, J. G.		Prov'n Inspector	22 S. Commercial st.
Hindmann, James H.		Farmer	Rockwood, Ill.
Hines, W. H.		Live Stock	Union Stock Yards.
Hinrichs, R. C.	Washburn-Crosby Co.,	Flour.	Main and Olive sts.
Hinton, H. H.	Heine Safety Boiler Co.		Bank of Commerce Building.
Hirsch, I. C.	Cal. Hirsch & Sons Iron &	Rail Co.	212 Clark ave.
Hirschberg, F. D.	F. D. Hirschberg & Bro.,	Insurance.	123 N. Third st.
Hitchcock, Henry		Attorney	Wainwright Building.
Hitchcock, E. A.	Crystal City Plate Glass	Co.	Wainwright Building.
Hoagland, Wm. Y.			4408 N. Nineteenth st.
Hobart, B. F.	Cherokee-Lanyan Spl. Co.,	President.	Laclede Building.
Hodgkins, Daniel	J. B. M. Kehlor & Co.,	Commission.	411 Cham. of Com.
Hodgkins, Elbert	J. B. M. Kehlor & Co.,	Grain.	411 Chamber of Commerce.
Hodgman, Chas.	Whitaker & Hodgman,	Stock & Bond Brokers.	300 N. 4th st.
Hoffman, August	Hoffman Stave Co.,	Coopers.	Dexter, Mo.
Hoffmann, Chr. F.	Superior Ice & Cold	Storage Co.	Twelfth and Palm sts.
Hoffman, Geo. E.	Merchants'-Laclede Nat.	Bk., Cashier.	Fourth and Olive sts.
Hoffman, S. H.		Builder.	Globe-Dem. Building.
Hofman, Louis	Monarch Rubber Co.,		814 Washington ave.
Hofmann, F. W.	Hofmann Bros. Pro. Co.,	Prod. & Groc.	700 N. Second st.
Hofmann, E. G.	Hofmann Bros. Pro. Co.,	Prod. & Groc.	700 N. Second st.
Holland, Geo. H.	Bridge & Beach Mfg. Co.,	Stoves.	Main and Almond sts.
Holliday, Sam'l N.		Attorney	305½ Olive st.
Hollister, Eli T.	Crescent Ptg. Co.,	President	904 N. Fourth st.
Hollmann, Henry C.	H. C. Hollmann & Co.,	Produce	21 N. Main st.
Hollmann, Julius	Fischer Flour Co.,		204 Market st.
Holmes, Jesse H.	H. & L. Chase,	Bags.	18 N. Main st.
Holthaus, Louis J.	Fourth Nat'l Bank,	Vice-President.	Rialto Building.
Holtzelaw, Frank			
Homes, F. B.	Deceased		
Homes, Chas. R.	Peterson & Homes,	Queensware	406 N. Broadway.
Hopkins, James	Diamond Match Co.,	President.	1800 S. Second st.
Hopkins, G. K.	Hopkins-Weiler Drug Co.,	Wholesale Drugs	603 N. Main st.
Hopkins, Innis	Erie Dispatch		Laclede Building.
Hoppius, Herman F.	Mullen & Hoppius	Painting Co.	114 Olive st.
Horn, Benjamin F.		Staves & Heading.	312½ Chestnut st.
Horn, Chas. W.	Benj. F. Horn,	Cooperage	East St. Louis, Ill.
Horner, William H.			6752 Garner ave.
Horner, E. P.	Allen-West Com. Co.,		104 S. Main st.
Hornsby, Joseph L.		Attorney	220 N. Fourth st.
Horrocks, James	R. G. Dun & Co.,	Mercantile Agts.	Cham. of Com.
Horton, Wm. M.		Real Estate.	Wainwright Building.
Hospes, Richard	Ger. Sav. Institution,	Cashier.	Fourth and Pine sts.
House, R. J.		Grain and Hay	503 Cham. of Com.
Houston, J. M.	J. M. Houston Gro. Co.,	Wholesale Groceries	800 Spruce st.
Howard, L. J.	Evans & Howard Fire	Brick Co.	920 Market st.
Howard, W. P.	W. P. Howard & Co.,	Commission	408 N. Levee.
Howard, John W.		Liquors.	307 Garrison ave.
Howard, W. P., Jr.	W. P. Howard & Co.,	Commission	408 N. Levee.
Howe, J. C.	St. L. P. & N. Ry.		Security Building.
Hoyt, E. R.	Hoyt Metal Co.	Secretary.	4143 Clayton rd.
Hubbard, Robt. M.	Hubbard & Bartlett,	Commission Co.	Fourth and Pine sts.
Huber, Andrew		Grain	Bunker Hill, Ill.
Huber, Charles	Huber Milling Co.,		Seneca, Mo.
Hudson, B. F.	Hudson Bros. Com. Co.,	Commission	212 N. Second st.
Hudson, Wm. A.	Hudson Bros. Com. Co.,	Commission	212 N. Second st.
Hudson, John		Cotton	146 Barry st.
Huff, C. H.	C. H. Huff & Son,	Insurance	101 Chamber of Com.
Hug, Henry	Wm. Tepe,	Feed	2725 Laclede ave.
Hull, Wm. L.	Wm. L. Hull & Co.,	Commission	Republic Building.

Name.	Firm.	Business.	Location.
Humphreys, John D.	Humphreys Prod. Co.,	Commission	712 N. Third st.
Hundley, John H.	E. B. White Grain Co.,		208 Chamber of Commerce.
Hunkins, F. P.	Thorn-Hunkins Lime & Cement Co.		108 1/2 N. Eighth st.
Hunn, Eugene F.			112 N. Fourth st.
Hunt, H. M.	Physician	Pioneer Press Bldg.,	St. Paul, Minn.
Hunt, T. H.		Physician	McFall, Mo.
Hunter, R. D.	Texas & Pacific Coal Co.,		Fort Worth, Tex.
Hunter, E. D.	Hunter Bros.,		56 Broadway, N. Y.
Hunter, E. O.	Hunter Bros.,	Grain and Feed.	3rd & Chestnut sts.
Hunter, Henry	R. Cleary Com. Co.,		318 Chamber of Commerce.
Hunter, T. M.	The Albert Dickinson Co.,		Sixteenth and Clark sts., Chicago.
Huppert, W. E.	Klausman Brewery Co.	Book-keeper.	8639 S. Broadway.
Huse, Wm. L.	Huse & Loomis Ice Co.,	Ice.	Security Building.
Hussey, Thos. C.	Hussey & Co.,	Grain.	Carrollton, Ill.
Husmann, Henry		Flour.	10 S. Main st.
Husted, Edward C.	St. Joe Lead Co.,		Laclede Building.
Hutches, B. F.	Texas Land Advertising Co.		712 Commercial Building.
Hutchinson, Jas. E.	Waverly Milling Co.		Waverly, Ill.
Hutchinson, R. R.	Mechanics' Bank,	President	Fourth and Pine sts.
Hutchinson, Jas.	Jas. Hutchinson & Sons,	Syrup & Sugar Bro.	712 Spruce st.
Huttig, C. H.	Huttig Sash & Door Co.,		3900 Chouteau ave.
Hypes, B. M.		Physician	2005 Victor st.

Imbs, Joseph F.	J. F. Imbs & Co.,	Flour Commission	120 S. Main st.
Imbs, Joseph J.			
Inman, B.	D. R. Francis & Bro. Com. Co.,		Laclede Building.
Isaacs, Chas. W.	Isaacs & Sherry Grain Co.		314 Chamber of Commerce.
Isaacs, Eug. L.	J. L. Isaacs Wall Paper Co.		1210 Olive st.
Isenstein, Wm.	Anheuser-Busch Brew.	Co.	Ninth and Pestalozzi sts.
Israel, Elmer L.	H. & L. Chase,	Bags, etc.	18 N. Main st.
Ittner, Anthony	Ittner Bros.,	Brick Manuf.	29 Telephone Bldg.
Ittner, Wm. B.	Link, Rosenheim & Ittner,	Architects.	Union Trust Bldg.
Ives, Halsey C.	Museum of Fine Arts,	Director	19th st. and Lucas pl.

Jacoby, Hugo	H. B. Eggers & Co.,	Millers	Eighth st. and Clark ave.
Janes, J. M.			207 Chamber of Commerce.
Jacob, Joseph W.	Continental Line,		Rialto Building.
Jannopoulos, D.	Mo. Tent & Awning Co.,	Tents	218 Chestnut st.
Jarvis, Wm. W.			
Jasper, Louis A.	Jasper & Sellmeyer,	Commission.	218 S. Main st.
Jennelle, J. A.	Red Line,	Agent.	Fourth and Chestnut st.
Jennings, Curtis M.	Berthold & Jennings,	Lumber Commission.	24 N. Fourth st.
Jenkins, Hunter Ben		Steamboat Agt.	517 N. Levee.
Jinks, B. C.		Broker.	Bank of Commerce Bldg.
Joerger, G. A.		Teamster	Eleventh and Papin sts.
Johns, W. A.	Swift & Co.,		National Stock Yards.
Johnson, A. C.	St. L Com'l Bulletin,		115 Pine st.
Johnson, J. D.	C. P. & J. D. Johnson,	Attorneys	Broadway & Walnut st.
Johnson, M. B.	T. E. Price & Co.,	Commission.	118 N. Fourth st.
Johnson, Chas.	R. W. Weighing Ass'n,	Agent.	Security Building.
Johnson, Geo. W.	Deceased.		
Johnson, Walter			
Johnston, George S.		Tin Foil Manuf.	6020 S. Broadway.
Jones, Breck	Miss. Valley Trust Co.,	2d V.-P. & Counsel.	101 N. Fourth st.
Jones, Charles, Jr.		Farmer.	3026 Moran st.
Jones, Ezekiel	Jones-Pope Produce Co.	Commission.	915 N. Fourth st.
Jones, Geo. P.	Geo. P. Jones & Co.,	Oil.	710 N. Main st.
Jones, Henry T.	More, Jones & Co.,	Brass Founders.	3444 N. Broadway.
Jones, H. R. L.	Mermod-Jaccard Jew. Co.,		Broadway and Locust st.
Jones, L. B.		Real Estate	Wainwright Building.

Name.	Firm.	Business.	Location.
Jones, L. F.	Warren, Jones & Gratz,	Bagging	Rialto Building.
Jones, Paul G.	Block, Dean & Co.,	Commission	417 Cham. of Com.
Jones, Vincent M.	John Mullally Com. Co.,		405 Chamber of Commerce.
Jones, Wm. C.	Wm. C. & J. C. Jones,	Attorneys	Laclede Building.
Jordan, J. M.	Jordan Floral Co.,		822 Olive st.
Joy, Levi			101 S. Main st.
Joy, Charles F.		Lawyer	Bank of Commerce Bldg.
Judson, F. N.	Judson & Taussig,	Lawyers	421 Olive st.
Judd, W. D.		Grain	6 S. Main st.
Jungebluth, Fr.	W. D. Orthwein Grain Co.,		302 Chamber of Commerce.
Kaehler, E.	Interstate Despatch,	Agent	116 N. Third st.
Kahmann, G. H.	McGee, Kahmann & Co.,	Manufacturer	Kansas City, Mo.
Kahn, Joseph		Insurance	305 Olivest.
Kaime, Edwin F.	J. E. Kaime & Bro.,	Real Estate	619 Chestnut st.
Kaiser, John G.		Decased	
Kaiser, Henry	John G. Kaiser & Co.,	Grocers	901 Franklin ave.
Kaiser, Jacob	Jacob Kaiser & Co.,	Manufacturers	204 S. Fourth st.
Kaiser, John H.	John H. Kaiser & Co.,	Grocers	Eighth and Wash sts.
Kalb, G. O.	G. O. Kalb & Co.,	Insurance	120 N. Third st.
Kalter, A.	M. A. Kalter,	Hay and Grain	208 N. Fourth st.
Kammerer, L. G.	Mullanphy Sav. Bank,	Cashier	1451 N. Broadway.
Karst, Eugene	St. L. Nat'l. Bank,	Cashier	207 N. Broadway.
Kaufman, Nathan	Mut. Ben. Life Ins. Co.,	Supt.	Odd Fellows' Bldg.
Kauffman, John W.	Kauffman Milling Co.,	Milling	400 Chamber of Commerce.
Kauffman, F. E.	Regina Milling Co.,	Milling	601 S. Main st.
Kaune, Wm. G.	Wonderly Coal Co.,		Edwardsville, Ill.
Kavanaugh, James		Ice	1712 Clark ave.
Keane, Wm.	Keane & Grace,	Real Estate	923 Chestnut st.
Keeble, W. B.	Senter & Co.,	Commission	25 S. Third st.
Keeler, Henry F.	Borden Selleck,	Scales	612 N. Third st.
Kehoe, C. J.	F. D. Hirschberg & Bro.,	Insurance	123 N. Third st.
Kehlor, D. M.	Kehlor Bros.,	Milling	402 Chamber of Commerce.
Kehlor, J. B. M.	Kehlor Bros.,	Milling	402 Chamber of Commerce.
Kehrmann, S.	S. Kehrmann & Co.,	Insurance	Broadway and Market st.
Keim, Philip		Pork Packer	2550 DeKalb st.
Keifein, John M.	Consolidated Coal Co.,	Agent	Foot of Locust st.
Keirsey, W. H.	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Keiser, John P.			417 Pine st.
Keiser, C. J.	Keiser Bros. Milling Co.,	Flour	Mt. Olive, Ill.
Keleher, P. F.	P. F. Keleher & Co.,	Bankers & Brokers	306½ Olive st.
Kellar, John A.			St. Charles, Mo.
Kelley, Geo. D. L.	Daily Com'l Bulletin,		115 Pine st.
Kelly, Patrick J.	Cullen & Kelley,	Livery	1212 N. Seventh st.
Kemper, Henry	G. H. Kemper & Co.,	Grain and Flour	East St. Louis, Ill.
Kennard, John	Kennard & Sons Carpet	Co., Carpets	Broadway & St. Charles.
Kennard, Sam'l M.	Kennard & Sons Carpet	Co., Carpets	Broadway & St. Charles.
Kennedy, M. A.	M. A. Kennedy & Co.,	Commission	1134 N. Third st.
Kennedy, T. D.	Jeremiah Murphy,	Pork Packer	2315 Morgan st.
Kennett, Wm. P.	D. R. Francis & Bro.	Com. Co. Sec'y	Laclede Building.
Kenny, Thomas		Coal and Feed	2613 N. Jefferson ave.
Kent, Henry T.		Lawyer	Union Trust Building.
Kent, H. V.	A. M. Nelson Paint Co.		701 N. Second st.
Kerens, R. C.		Security Building	
Keris, Charles T.		Flour and Feed	2031 Salisbury st.
Kern, Jacob	W. C. Wilkinson & Co.,	Commission	201 N. Main st.
Kern, Robert H.		Attorney	509 Olive st.
Kerr, Thos.	Dehner & Wuerpel,	Mill Furnishing Co.	1607 S. Third st.
Kessler, Anthony	Anth'y Kessler & Son,	Tanners	8217 N. Broadway.
Ketchum, Horace F.	Brinson-Judd	Grain Co.	414 Chamber of Com.
Keyes, S. P.		Livery	1100 St. Ange ave.
Kidder, Edward M.	Kidder & Wiggins,	Brokers	Bank of Commerce Bldg.

Name.	Firm.	Business.	Location.
Kiely, P. M.	P. M. Kiely & Co.	Commission	914 N. Third st.
Kier, Wm. F.		Physician	309 S. Broadway.
Kilcullen, Thos. B.	Francis Young Feed Co.		1911 Wash st.
Kimball, Benjamin		Insurance	411 Olive st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Locust st.
King, Lawrence L.		Fire Insurance	Sixth and Locust sts.
King, Wm. M.	John Dwight & Co.		11 Old Ship, New York.
King, D. H.	Deceased.		
Kingsland, L. D.			1521 N. Eleventh st.
Kingsland, Geo.	Central Union Brass Co.		823 N. Second st.
Kinsella, James	Kinsella & Co.	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.	707 Spruce st.
Kinsky, George J.	Phoenix Fire Ext. Co.		Security Bldg.
Kirby, E. B.	Deceased.		
Kircher, Jacob			628 N. Eighth st., Quincy, Ill.
Kirk, H. F., Jr.	Waggoner-Gates Milling Co.		Independence, Mo.
Kissner, John	Foskett & Kissner	Feed	4245 N. Broadway.
Klaiber, Fred. J.		Poultry	3502 Manchester ave.
Klausing, Aug. F.		Groceries and Feed	5034 N. Broadway
Klauber, John	A. Klauber & Sons Iron &	Metal Co.	409 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron &	Metal Co.	409 S. Fourth st.
Klein, Jacob	Circuit Court,	Judge	Court House.
Kleine, Henry C.		Grocer	3000 McNair ave.
Klenk, Charles	A. Laux	Pork Packer	113 Russell ave.
Kliuger, S. H.	St. Louis Transfer Co.	Manager	400 S. Broadway.
Klostermann, Wm. A.		Feed	2423 Cass ave.
Knebel, L.	L. Knebel & Co.	Grain	Pierron, Ill.
Knehaus, H. W., Jr.	H. W. Knehaus & Sons,	Commission	1022 N. Third st.
Knight, Geo. W. J.		Salesman	Fourth st. and Clark ave.
Knight, Harry F.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Knoblauch, C. O.		Boneblack	27 S. Main st.
Knox, C. G.	St. L. National Stock Yards,	V.-Pres.	National Stock Yards, Ill.
Koch, J. O.	Breese Mill and Grain Co.		Breese, Ill.
Koechig, Wm.	Jos. A. Buckland & Co.	Hay and Grain	103 S. Third st.
Koehler, C.	Columbia Brewing Co.		Twentieth and Madison sts.
Koehler, Henry, Jr.	American Brewing Co.		2818 S. Seventh st.
Koehler, Hugo A.	The American Bw'g Co.		2826 S. Broadway.
Koehler, Julius H.	Columbia Brewing Co.		Twentieth and Madison st.
Koeingsmark, T.		Milling	Waterloo, Ill.
Koenig, William	Wm. Koenig & Co.	Farm Machinery	120 S. Eighth st.
Kohlbr, Louis		Feed	3407 Missouri ave.
Kohlbr, Louis, Jr.	Louis Kohlbr,	Feed	3407 Missouri ave.
Kohl, F.	Kohl & Nieman	Feed	Venice, Ill.
Kohn, Wm. M.	Kohn & Co.	Brokers	315 N. Fourth st.
Kohn, R. D.	Kohn & Co.		315 N. Fourth st.
Kohring, Gerhard	G. Kohring & Bro.	Wholesale Liquors	803 N. Second st.
Kolb, Adolph		Feed	806 S. Seventh st.
Konta, Alexander		Stocks and Bonds	311 Pine st.
Kortjohn, Henry	Fisse & Kortjohn,	Attorney	Laclede Building.
Kotany, M.		Stock and Bond Broker	411 Olive st.
Kracke, J. H.	J. H. Kracke & Co.	Grain and Hay	200 N. Commercial st.
Kraft, C. L.			2810 Walnut st.
Kramer, Theodore		Feed	2838 Nebraska ave.
Krath, C.	Deceased.		
Krauss, John	Klausman Brewery Co.	Brewers	122 Davis st.
Krausse, E. B., Jr.	Page & Krausse Mfg. &	Mining Co.	410 Valentine st.
Kraussnick, E. C.	Gesaler & Kraussnick,	Brokers	411 Olive st.
Krenning, H. B.	F. H. Krenning & Sons,	Grocers	818 N. Third st.
Krees, John A.		U. S. A.	St. Louis.
Kretschmar, Ernest		Provisions	2700 Cherokee st.
Krey, Fred.	John Krey & Son,	Pork Packers	21st and Bremen ave.
Kriekhaus, A.	A. Kriekhaus & Co.	Hides and Commission	410 S. Main st.
Kriekhaus, Arthur	A. Kriekhaus & Co.	Hides, etc.	410 S. Main st.
Krite, F. H.	Hezel Milling Co.	Millers	East St. Louis, Ill.
Kroeger, Mathias	Henry Sayers & Co.	Commission	216 N. Main st.

Name.	Firm.	Business.	Location.
Kron, A.		Livery Stable.	2122 N. Tenth st.
Krueger, W. F.		Feed.	Luxemburg, Mo.
Kuehne, Henry		Flour and Feed.	2661 Gravois ave.
Kuehne, Frank.	Frank Kuehne & Co.,	Produce.	1132 N. Third st.
Kuhlman, Henry W.	Kuhlman & Bros.,	Grocers and Feed.	2304 Bremen ave.
Kuhn, Francis.	Ravenswood Distillery Co.		4399 W. Pine st.
Kuhs, Aug. H.	Arsenal Brewery,		Twelfth and Lynch sts.
Kuhs, H. W.	H. W. Kuhs & Co.,	Grocers and Com.	28 S. Third st.
Kunz, Henry		Malster.	1318 Ann ave.
Kupferle, E.	Kupferle Bros. Mfg. Co.		600 N. Second st.
Kurtzeborn, Aug.	Aug. Kurtzeborn & Sons,	Jewelry.	412 N. Broadway.

Lackland, R. J.	Boatmens' Bank,	President.	4th and Washington ave.
Lackland, Edgar C.			Laclede Building.
Lackland, Rufus J., Jr.			Laclede Building.
Ladenberger, Chas.	Wurst Coal and	Hauling Co.	2136 DeKalb st.
Lahey, Thos. P.	T. E. Price & Co.,	Brokers.	118 N. Fourth st.
Laine, Michael.		Builder.	4030 N. Grand ave.
Lafin, Addison H.			1263 First st., San Diego, Cal.
Labee, Eugene H.			Alton, Ill.
Lambrecht, Adolph.	Huch, Lambrecht &	Co.	Columbia, Ill.
Lamping, W. C.	Crescent Elevator,		208 Chamber of Commerce.
Lamping, C. M.	W. L. Green Com. Co.,		204 N. Third st.
Lamy, Joseph F.	S. W. Cobb & Co.,	Commission.	317 Cham. of Com.
Lancaster, R. D.		Real Estate.	202 Eighth st.
Landau, Louis.	Landau & Co.,	Grocers.	527 N. Second st.
Lang, Geo. P.	Hauelsen & Lang,	Produce.	1016 N. Third st.
Lang, George.	Braun-Lang Com. Co.,	Flour and Commission.	Gay Building.
Lang, B. H.	P. P. Williams & Co.,	Commission.	Cham. of Com. Bldg.
Langdale, W. H.	St. L. & N. O. An. Line,	Purchasing Agent.	118 N. Com. st.
Lange, Wm. A.	German Mut. Life Ins. Co.		Bank of Commerce Building.
Langenberg, Geo. F.	Langenberg Bro. &	Co., Commission.	418 Cham. of Com.
Langenberg, H. F.	Langenberg Bro. &	Co., Commission.	418 Cham. of Com.
Langton, J. J. P.		Prov. Broker.	6 N. Commercial st.
Lanitz, George.		Grain.	Fourth and Pine sts.
Lauley, John W.	Carondelet Milling Co.		7020 S. Broadway.
Lansing, E. W.		Broker.	Chamber of Commerce.
Lanyon, Robert.		Smelter.	Pittsburgh, Kas.
Larkin, Thos. H.	Larkin & Scheffer,	Mfg. Chemists.	Main and Anna sts.
Larimore, N. G.			Larimore, North Dakota.
Latal, John J.	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourette, James.	Columbia Zinc Works,		Marion, Ind.
Laughlin, J. R.	Jas. M. Carpenter & Co.,	Real Estate.	108 N. Eighth st.
Lawnin, Jos. D.		Lumber.	807 N. Levee.
Lawrence, Frank.	Rio Chemical Co.		401 N. Main st.
Lederer, Samuel M.	Pickel Stone Co.		1320 Old Manchester rd.
Lee, W. H.	Merchants'-Laclede Nat'l Bk.,	President.	Fourth and Olive sts.
Lee, Wm. H.	W. H. Lee & Co.,	Wholesale Liquors.	713 Lucas ave.
Leftwich, W. M.	Leftwich Com. Co.		Republic Building.
Leftwich, Morris.		Flour.	Republic Building.
Lehman, S. M.	Lehman Bros.,	Commission.	16 William st., N. Y.
Lehmer, H. G.	Scholten Photo Co.		1314 Olive st.
Leighton, Geo. E.	Bridge & Bridge Mfg. Co.,	President.	Rialto Building.
Lelong, A. A.	Citizens' Bank,	Cashier.	New Orleans.
Lemcke, L.	L. Lemcke & Co.,	Commission.	Fourth and Pine sts.
Lemcke, M. H.		Insurance.	104 N. Third st.
Lemp, Wm. J.	W. J. Lemp Brewing Co.,	Brewer.	Thirteenth and Cherokee.
Lemp, Louis F.			Thirteenth and Cherokee.
Lemp, Wm. J., Jr.			Thirteenth and Cherokee.
Lemp, Carl A.			Thirteenth and Cherokee.
Leonhardt, R. H.	Saxony Mills,	Flour.	812 Lombard st.

Name.	Firm.	Business.	Location.
Leonhardt, Martin W.		Kehlor Mills.	East St. Louis, Ill.
Leschen, Henry	A. Leschen & Son,	Rope and Cordage.	920 N. Main st.
Levy, Falk		Notions.	616 St. Charles st.
Lewedag, Chas.	Chas. Lewedag & Co.,	Provisions.	903 N. Fourth st.
Lewis, Turner T.	Maramac Iron Co.,	Mining.	Wainwright Building.
Lewis, J. R.			203 N. Third st.
Lewis, John	Court of Appeals,	Clerk	Courthouse.
Liebke, C. Frank		Saw Mill.	Second and Buchanan sts.
Liermann, John C.		Feed.	3228 S. Thirteenth st.
Liggett, John E.	Liggett-Myers Tob. Co.,		719 Chestnut st.
Lightholder, Wm. P.	Green & LaMotte,	Real Estate.	724 Chestnut st.
Lightner, C. B.	Schreiner-Flack Grain Co.,		118 N. Fourth st.
Liudblom, Robert.	Robt. Liudblom & Co.,	Com.	13 Cham. of Com., Chicago.
Linley, Ezra H.		Merchant.	714 N. Second st.
Linneman, Henry J.		Drug Broker.	320 N. Main st.
Lippelt, G. H., Jr.	G. H. Lippelt & Co.,	Tents, etc.	508 Washington ave.
Little, George H.			4620 Easton ave.
Little, Wm. C.	Wm. C. Little & Bro.,	Bankers and Brokers.	411 Olive st.
Little, H. J.	Wm. C. Little & Bro.,	Brokers.	411 Olive st.
Lippelmann, John H.	Benton Hay and	Grain Co.	6500 Manchester ave.
Littler, Joseph W.		Brokers.	321 Pine st.
Litzau, Aug. H.	Bode & Litzau Mer. Co.,	Feed.	531 Manchester rd.
Lockwood, James Y.	Miss. Riv. & Bonne	Terre Trans. Co.	Security Building.
Loeb, C. M.	American Metal Co.,		Security Building.
Loehr, F.		Saloon.	110 N. Third st.
Loewen, David.	D. Loewen & Son,	Broom Corn.	514 N. Main st.
Logeman, C. A.	Logeman Chair Co.,		2000 N. Main st.
Lohmann, Wm. H.		Hay and Grain.	614 Ann ave.
Lohmeyer, Louis H.	Lohmeyer & Co.,	Real Estate Agents.	709 Chestnut st.
Loker, Geo. H.	Carbo-Alumina Metal Co.,		4474 McPherson ave.
Lonergan, T. J.			503 Chamber of Commerce.
Louderman, James H.			510 Pine st.
Louderman, John H.			510 Pine st.
Louderman, Jno. H.			510 Pine st.
Louderman, Henry B.			510 Pine st.
Louderman, H. B., Jr.		Broker.	Roe Building.
Love, J. G.	C. M. & St. P. Ry.,	Agent.	Houser Building.
Love, John E.	Love & Sons	Real Estate.	209 N. Eighth st.
Lowry, J. A.	N. K. Fairbanks & Co.,		Rialto Building.
Lucas, Henry V.			105 N. Third st.
Lucas, Joseph D.		Real Estate.	108 1/2 N. Eighth st.
Lucas, John B. C.			919 Chestnut st.
Ludington, F. H.	H. & L. Chase	Bags.	18 N. Main st.
Luehrmann, Aug. F. W.	Luehrmann Bros.	Commission.	2302 N. Second st.
Lueking, H. A.			1404 Mullanphy st.
Lumaghi, Joseph.	G. Lumaghi,	Coal.	Wainwright Building.
Lungstras, Eugene.	Lungstras Dyeing &	Cleaning Co.	1300 Park ave.
Lusk, Isaac P.	Diamond Joe Line,	Steamboat Agt.	Foot of Wash'n ave.
Luth, Fred L.	St. L. D. B. & Prov. Co.,	Provisions.	800 Manchester ave.
Lyon, John.	Zelle Bros. P. & C. Co.,		702 N. Third st.
Mack, Henry W.	Connor Bros.,	Commission.	Gay Building.
Madill, George A.	Union Trust Co.,	President.	Union Trust Building.
Maestre, Antonio.		Commission.	4595 West Belle pl.
Maffitt, Charles C.	Iron Mountain Co.,		Security Building.
Maffitt, Wm.	St. L. Union St'k Y'rs. Co.,		Bremen ave.
Maffitt, Wm. C.			Security Building.
Maginn, Frank.	Maginn & Hollman,	Insurance.	Chamber of Com.
Maginnis, James A.	J. A. Maginnis & Co.,	Saddlery.	619 N. Fourth st.
Maguire, John.		Real Estate.	107 N. Eighth st.
Maguire Chas. J.	Maguire Coal Co.,		Union Trust Building.
Maguire, Louis T.	Oriel Glass Co.,		107 N. Eighth st.

Name.	Firm.	Business.	Location.
Malin, James D.		Saloon	413 Pine st.
Mallinckrodt, Edw.	Mallinckrodt Chem.	Wks., Mfg. Chem.	Mallinckrodt & 2d.
Manion, T. C.	C. R. R. of Ga.		Houser Building.
Mann, T. L.	H. Griesedieck & Co.	Malsters.	1134 S. Twelfth st.
Mann, M. B.			Pinckneyville, Ill.
Manewal, Aug.	Manewal-Lange Cr'ker Co.		Sixth st. and Cass ave.
Mansur, A.	Mansur-Tebbetts Imp. & Co.	Farm Mach'ry.	10th and Spruce sts.
Markham, W. H.	W. H. Markham & Son.	Insurance.	119 N. Third st.
Markham, G. D.	W. H. Markham & Son.	Insurance.	119 N. Third st.
Marks, David A.	Stobie Cereal Mills.	Macaroni & Verm.	711 N. Second st.
Marks, John J.	Stobie Cereal Mills.		711 N. Second st.
Marquard, Geo. H.	Geo. H. Marquard &	Bro., Grocers	841 Brooklyn st.
Marquis, P. S.	S. E. Barrett Mfg. Co.	Gravel Roofing	109 N. Ninth st.
Marshall, F. E.	Continental Nat'l Bank.		Fourth and Olive sts.
Marshall, J. D.	J. D. Marshall Livery Co.		310 Walnut st.
Martin, C. T.	C. H. Spencer Grain & Elev.	Co.	203 Cham. of Commerce.
Martin, James.	James Martin & Co.	City Weighers.	4 S. Commercial st.
Martin, M. E.		Merchant.	Cham. of Commerce.
Martin, George.		Commission.	506 Cham. of Com.
Martin, Henry.		Com.	Fourth and Chestnut sts.
Martin, M., Jr.		Broker.	3116 Eads ave.
Martin, T. Orrie.	Balt. Storage & L. Co.		307½ Pine st.
Marx, Harry N.	Marx & Haas.	Whol. Clothing.	Tenth & Lucas ave.
Maschmeyer, Fred. W.	Pratt, Simmons &	Kraussnick, Miln'ry.	515 Wash'on ave.
Mason, Frank I.	St. Louis Tarpaulin Co.		4 S. Commercial st.
Mason, Geo. M.	Erie Despatch,	Agent.	Laclede Building.
Mason, Isaac M.			4 S. Commercial st.
Mason, Wm. H.			4536 Westminster pl.
Massengale, John E.	Tenn. Riv. Pack. Co.	Secretary.	Foot of Locust st.
Matthews, Wm.		Insurance.	18 N. Third st.
Matthews, Geo. T.	Flackman & Matthews.	Oils, etc.	808 N. Fourth st.
Matthews, Leonard.			300 N. Fourth st.
Maune, August.			2502 Hebert st.
Maune, Leonard.		Groceries and Saloon.	2348 Dodier st.
Mauntel, John J.	John J. Mauntel & Co.	Commission.	Republic Building.
Maxon, John H.	R. B. Brown Oil Co.		Rialto Building.
Mayer, Fred.	A. B. Mayer Mfg. Co.	Fertilizers.	1020 N. Twelfth st.
Mayger, George E.		Grocers.	620 N. Third st.
Maynard, J. F.	Am. Ice Machine Co.		320 S. Third st.
Mayo, Wm. H.		Masonic Secretary.	Security Bldg.
Meagher, James.	James Meagher & Co.	Pork Packers.	1800 N. Main st.
Meara, John G.	Meara & Co.	Leaf Tobacco.	203 Market st.
Medanich, Thos.		Ice.	1811 Linn st.
Meek, A. J.	Meek, Finger & Co.	Millers.	Marissa, Ill.
Meeks, J. C.	Meeks-West Grocer Co.		814 Spruce st.
Meier, Theo. G.	Heine Safety Boiler Co.		707 Bank of Commerce Bldg.
Meier, Louis J.	Brockmeier & Sieving.	Commission.	116 S. Main st.
Meinecke, Wm.		Flour.	1717 S. Broadway.
Melssonier, Gus. C.	N. O. Anchor Line.	General Manager.	Foot of Pine st.
Menefee, Geo. W.	W. D. Judd.	Grain.	506 Chamber of Commerce.
Menke, Geo. C.	Nelson Distilling Co.		324 N. Third st.
Mephram, Geo. S.	G. S. Mephram & Klein.	Colors, etc.	Levee and Sidney sts.
Mersman, Otto L.	Nelson & Mersman.		Eighth and Chestnut sts.
Merten, J. H.	J. H. Merten Com. Co.	Flour.	1109 N. Broadway.
Merten, W. G. H.	J. H. Merten Com. Co.		1109 N. Broadway.
Mertz, Jacob W.	Natural Cold Storage Co.		7 S. Eleventh st.
Messerly, S. A.		Live Stock.	Union Stock Yards.
Messmore, John L.	Ballard, Messmore &	Braun, Commission.	Republic Bldg.
Messmore, A. L.	Messmore, Gannett & Co.		510 Chamber of Commerce.
Mette, Louis.	Mette & Kanne.	Wholesale Liquors.	403 N. Main st.
Methudy, L.		Lumber.	Wainwright Building.
Meyer, Edwin J.	Wash'n Mut. Life Ins. Co.		421 Olive st.
Meyer, Ferd P.	John F. Meyer & Sons.	Miller.	Laclede Building.
Meyer, George F.	St. Louis Cooperage Co.		Main and Arsenal sts.
Meyer, John P.			Commercial Building.

Name.	Firm.	Business.	Location.
Meyer, Herman J.	Meyer & Bulte,	Flour.	Laclede Building.
Meyer, C. H.	C. H. Meyer & Co.	Hay and Grain.	1104 Cass ave.
Meyer, C. F. G.	Meyer Bros. Drug Co.,	Druggists.	Fourth st. & Clark ave.
Meyer, Theo. F.	Meyer Bros. Drug Co.,	Druggists.	Fourth st. & Clark ave.
Meyer, F. Heinrich.	Brinckmeyer-Meyer	Hay & Grain Co.	1109 N. Broadway.
Meyer, John F.	John F. Meyer & Son,	Millers.	Laclede Building.
Meyer, Peter H.		Feed.	1308 N. Ninth st.
Meyer, Henry		Saloon.	8639 S. Broadway.
Meyer, Henry		Produce.	917 N. Fourth st.
Meyer, J. H. Aug.	Meyer Supply Co.,	Brewers' Supplies.	22 S. Main st.
Meyer, Chas. W.	St. Louis Brewing Ass'n.		1724 Lafayette st.
Meyer, Rudolph F.	German Sav. Inst.		Fourth and Pine sts.
Meyer, Julius G.	Brinckmeyer-Meyer	Hay & Grain Co.	1109 N. Broadway.
Meysenberg, T. A.	Tudor Iron Works,	Manuf'y Iron.	415 Locust st.
Michael, Martin		Transportation.	2451 Kosciusko st.
Michaelis, Ernst			Gay Building.
Michel, Fred J.		Teamster.	1458 Chambers st.
Michenfelder, C. J.	Michenfelder & Co.,	Commission.	208 Market st.
Midlam, W. T.	Empire Line,		224 Chestnut st.
Miller, H. P.		Deceased	
Miller, Edgar		Real Estate.	Commercial Building.
Miller, Aug.	Miller Grain and Elev. Co.,		516 Chamber of Commerce.
Miller, H. J. J.	Miller Grain and Elev. Co.,		516 Chamber of Commerce.
Miller, Thos. P.	St. James Hotel,	Proprietor.	Broadway & Walnut st.
Miller, W. H., Jr.	East St. L. Ice Mfg.	Storage Co.	East St. Louis, Ill.
Milliken, B. H.			322 Pine st.
Milliken, John T.	John T. Milliken & Co.,	Mfg. Chemists.	204 N. Second st.
Millsaps, R. W.	Capital State Bank,	President.	Jackson, Miss.
Millsapugh, F. C.	Goddard & Hall,	Commission.	514 Cham. of Com.
Minary, Joe S.	Southern Railway Co.,		4041 S. Broadway.
Minch, George	G. Minch & Co.,	Railroad Supplies.	Commercial Bldg.
Miner, F.	Rodman & Co.,	Broker.	108 N. Fourth st.
Mitchell, W. R.	Grimm & Mitchell,	Grain.	100 N. Fourth st.
Mittenewey, R. A.			
Mittler, John G.	John Wahl & Co.,	Commission.	Main and Market sts.
Moerschel, Jacob.	Spring Brewing Co.		St. Charles, Mo.
Moffett, L. A.	Moffett & Franciscus,	Real Estate.	703 Chestnut st.
Moffitt, Charles S.	Hubbard & Bartlett	Com. Co.	Fourth and Pine sts.
Moffitt, N. L.	Hubbard & Bartlett	Com. Co.	Fourth and Pine sts.
Mohan, P.			Planters' House.
Mohlenbrock, Malto.	Mohlenbrock Milling	Miller.	Campbell Hill, Ill.
Mokler, Michael F.	Camp Spring Mill Co.		516 Chamber of Commerce.
Moll, Adolph	A. Moll Grocer Co.,	Grocer.	614 Franklin ave.
Mook, George J.	Flesh & Mook Painting	Co.	417 N. Third st.
Moore, Austin R.	St. L. & Miss. Val. Tr. Co.,	Treasurer.	Main and Walnut sts.
Moore, Eugene H.	Shale Brick Co.,		172 Washington st., Chicago, Ill.
Moore, J. George.	Barrett-Moore Com. Co.		122 N. Commercial st.
Morard, Louis J.			
Moran, John.	Moran Bolt and Nut Mfg.	Co.	Main and Florida sts.
More, James B.			Sixth & D sts., Ft. Smith, Ark.
Morgan, George B.		Real Estate.	411 Commercial Bldg.
Morgan, George H.	Merchants' Exchange,	Secretary.	Merchants' Exchange.
Morgan, Arthur R.	Cole Com. Co.,	Commission.	213 N. Second st.
Morris, A. J.	St. Louis Ice M. and S.		713 S. Main st.
Morris, H. E.	Cumberland Gap Despatch		Houser Building.
Morris, R. H.	L. H. & St. L. Ry.,	Agent.	206 N. Broadway.
Morrison, Chas.		Attorney.	Waterloo, Ill.
Morrison, Thomas.		Tents.	115 Olive st.
Morrison, Robt. W.	R. W. Morrison & Co.,	Contractors.	408 N. Eleventh st.
Morriss, Alex.	A. W. Morris & Co.,	Live Stock.	National Stock Yards.
Morrissey, John F.	J. F. Imbs & Co.,	Millers.	120 S. Main st.
Morschel, C.		Gravel.	348 Chouteau ave.
Morse, Thomas P.	St. L. Sect'l Dock Co.,	Superintendent.	Foot of Marceau st.
Morse, Samuel S.	Morse Bros.,	Commission.	400 N. Second st.
Morton, T. B.	Messmore, Gannett & Co.,	Commission.	509 Cham. of Com.

Name.	Firm.	Business.	Location.
Moser, Leo.		Hotel	819 Pine st.
Mudge, Geo.	D. R. Francis & Bro. Com.	Co.	Laclede Building.
Mueller, Theodore		Apiarist.	7018 Michigan ave.
Mueller, Ignatz F.	Mueller Bros. Furn.	and Carpet Co.	910 S. Fourth st.
Mueller, Henry	Mueller Transfer Co.		2526 Bismarck st.
Mueller, William G.	Mueller-Block P. Co.		813 N. Third st.
Mueller, Chas.			
Mueth, Charles	Mueth & Brungard,	Commission	119 N. Main st.
Mulcahey, Morris		Teamster	6 S. Main st.
Mulcahey, Patrick		Builder	3216 St. Louis ave.
Mulford, W.	W. Mulford & Co.,	Brokers.	811 Pine st.
Mullally, John	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Martin J.	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Joseph J.	F. P. Carleton & Co.		206 N. Third st.
Mullen, James R.	Mullen & Hoppius	Painting Co.	114 Olive st.
Mullen, Jerome F.	Green & LaMotte,	Real Estate	Eighth and Chestnut.
Murphy, Jeremiah		Pork Packer.	2315 Morgan st.
Murphy, P. C.		Trunks	504 N. Third st.
Murphy, J. L.		Grain	Pinckneyville, Ill.
Murphy, M. J.			1023 Chestnut st.
Myers, E. M.	Geo. Taylor Commission Co.		24 S. Main st.
Myerson, Samuel F.		Printing	Third and Vine sts.
Myerson, G. S.	Nelson Morris & Co.,	Pork & Beef Pkrs.	Nat'l Stock Yds.
Mynders, Arnold H.	H. Rogers & Co.,	Salt	220 Pine st.
MacAdam, D. H.		Lawyer	Broadway and Walnut st.
McAllister, R. S.	American Refrigerator	Transit Co.	Commercial Building.
McAllister, John	McAllister & Co.,	Pork Packers	Mound and Levee.
McBlair, Wm.		Manfs. Agent	507 N. Third st.
McCaffrey, James		U. S. Appraiser	Third and Olive st.
McCall, Louis	McCall & Haase Carriage	Co.	Eighteenth and Pine sts.
McCann, James V.	Gay & McCann,		13 N. Seventh st.
McCarthy, H. T.	W. H. Chappell & Co.,	Chemicals	14th and Austin sts.
McClellan, C. W.	Eaton, McClellan & Co.,	Commission	6 S. Main st.
McClellan, J. S.	Eaton, McClellan & Co.,	Commission	6 S. Main st.
McClellan, Thos. G.	Memphis & Charleston	Ry.	207 Chamber of Commerce.
McCloskey, Hugh	McCloskey Bros.,	Com.	Poydras & Magazine sts., N.O.
McCluney, John H.	State Bk. of St. L.,	Cashier	Fourth and Locust sts.
McClung, James	Vandalia Line,	Contracting Agent	509 Chestnut st.
McClure, Claud W.	McClure Bros. Com.	Co.	116 N. Fourth st.
McClure, G. E.	Scrugg-McClure Coal Co.,		528 Locust st.
McClure, C. E.	West Shore F. F. Line,	Agent	Rialto Building.
McCormack, Edw.	Birdseye & McCormack,	Cotton	Main and Walnut sts.
McCormick, Sam'l T.	Liggett & Meyers	Tobacco Co.	1226 Washington ave.
McCoy, Wm. C.	Plant Milling Co.		502 Chamber of Commerce.
McCulloch, Richard	Cass Ave. & F. G.	Ry. Co.	3820 Easton ave.
McCulloch, Robert	Citizens' Ry. Co.,	Superintendent	3820 Easton ave.
McCully, Wm.	McCully Stonemason Co.,		904 Olive st.
McDonald, John		Contractor	Fort Scott, Kan.
McDonnell, John		Pork Packer	Second & Bremen ave.
McEnnis, Michael			Kirkwood, Mo.
McGehee, Jas. Stewart	W. L. Green Com.	Co.	204 N. Third st.
McGrath, Michael K.		Lawyer	509 Chestnut st.
McGrew, Geo. S.	Geo. D. Barnard & Co.,	Blank Books	Laclede & Vandeventer.
McGroarty, Edw. J.	Brady & McGroarty,	Hay, etc.	Ninth st. and Cass ave.
McHale, Patrick	McHale & Owens Bros.,	Commission	Union Market.
McIntyre, Geo.	Insurance,	Agent	Union Trust Building.
McKean, F.	F. McKean & Co.,	Commission	206 N. Third st.
McKeen, Chas. S.	M. M. McKeen & Co.,	Commission	6 N. Second st.
McKeen, M. M.	M. M. McKeen & Co.,	Butter and Cheese	6 N. Second st.
McKinley, Crittenden	W. Anth. Coal Co.,	Coal	Laclede Building.
McLure, C. D.	Bl-Metallic Mining Co.,	Vice-President	Fourth and Olivests.

Name.	Firm.	Business.	Location.
McMahan, J. H.	J. H. McMahan & Co.	Brokers.	201 N. Second st.
McManama, M. G.	N. K. Fairbanks & Co.		Rialto Building.
McMillan, Wm.	Mo. Car & Foundry Co.	President.	509 Chestnut st.
McMorrow, P. J.	P. J. McMorrow & Co.	Brokers.	Chamber of Commerce.
McNair, L. G.	McNair, Harris Real Estate Co.		722 Chestnut st.
McNair, John G.	McNair, Harris Real Estate Co.		722 Chestnut st.
McNeily, J. A.	McNeily & Mitchell.	Live Stock.	Union Stock Yards.
McPheeters, T. S.	McPheeters' Wareh. Co.	Warehouse.	1104 N. Levee.
McRee, W. G.		Real Estate.	Union Trust Building.
McReynolds, E. S.			1825 N. Grand ave.
McSorley, B. J.	Nedderhut P. & P. Co.	Provision.	313 S. Main st.
Nagel, Charles.	Nagel & Kirby,	Lawyer.	Security Building.
Nagle, Pierre.		Cut Stone.	816 Chestnut st.
Nagle, Richard.		Teamster.	305 N. Second st.
Nanson, Joseph S.	Nanson Commission Co.		202 Chamber of Commerce.
Naplerski, Gottlieb C.	Hubbard & Bartlett,	Commission.	Fourth and Pine sts.
Nash, George.	Nash-Smith Tea and Coffee Co.		918 N. Sixth st.
Nasse, August.	Fink, Nasse & Gildehaus.	Wholesale Grocers.	9th & Spruce sts.
Nedderhut, A.	Nedderhut Warehouse Co.		Main and Cedar sts.
Nedderhut, C. Otto.	Nedderhut P. & P. Co.		313 S. Main st.
Nedderhut, Wm.		Groceries and Hardware.	2312 Chouteau ave.
Nedderhut, Emil A.	Nedderhut Warehouse Co.		Main and Cedar sts.
Needham, James.	Annan, Burg & Smith,		Fourth and Chestnut st.
Neibert, John.		Pork Packer.	2222 Chouteau ave.
Nelson, L. C.			207 N. Broadway.
Nelson, S. R.	Collins Bros. Drug Co.		424 N. Second st.
Nelson, Wm. P.	Nelson & Mersman.	Real Estate.	723 Chestnut st.
Neshitt, Jonathan.	C. & A. R. R. Gen'l	Live Stock Agent.	216 N. Broadway.
Neuhoff, Hector.		Lawyer.	305 Olive st.
Newell, James P.	Merchants' Exchange,	Doorkeeper.	Chamber of Commerce.
Nichols, R. M.		Lawyer.	Bank of Commerce Bldg.
Nichols, Wesley.			3205 Pine st.
Nichols, Wm.	Commercial Bank,	President.	Fourth and Pine sts.
Nicholls, Chas. C.	Nicholls-Ritter Realty Co.		713 Chestnut st.
Nickerson, John.	Mer.-Laclede Nat'l Bk.,	Cashier.	Fourth and Olive sts.
Nicol, R. H.	R. H. Nicol & Co.	Brokers.	203 Chamber of Commerce.
Nicolaus, Henry.	Green Tree Brewery Co.	Superintendent.	Ninth and Sidney.
Niedringhaus, Alex.	St. L. Press Brick Co.		Equitable Building.
Niedringhaus, Thos. K.	St. L. Stamping Co.	Manufacturers.	2nd and Cass ave.
Niedringhaus, F. G.	St. L. Stamping Co.	Manufacturers.	2nd and Cass ave.
Niedringhaus, Wm. F.	St. L. Stamping Co.	Manufacturers.	2nd and Cass ave.
Niedringhaus, Geo. W.	St. L. Stamping Co.	Manufacturers.	2nd and Cass ave.
Niemann, G. A.	Kohl & Niemann,	Grocer.	Venice, Ill.
Niese, Julius.	Niese Grocer Co.	Grocer.	27 S. Main st.
Niggeman, G. A.	Niggeman & Sayers,	Pork Packers.	1308 N. Main st.
Nipher, Francis E.			
Nisbet, W. W.	Mut. Life Ins. Co. of N. Y.		421 Olive st.
Noble, John W.	Noble & Shields,	Lawyer.	Rialto Building.
Noel, Henry G.	Noel-Young Bond & Stock Co., Bankers.		217 N. Fourth st.
Noel, Henry M.	Noel-Young Bond & Stock Co., Bankers.		217 N. Fourth st.
Nohl, Francis.		General Agent.	Fourth and Market.
Nolan, W. T.	C. P. Burr & Co.	Commission.	Rialto Building.
Nolker, W. F.	Brinkworth & Nolker	Brew. Co., Br'wrs.	1714 Cass ave.
North, Flavius J.		Attorney.	Benton, Mo.
Northrop, Reid.	Am. Ref. Trans. Co.	President.	Commercial Building.
Northrop, Sanford.	Am. Ref. Trans. Co.		Commercial Building.
Norris, Wm. W.	W. S. McCrea & Co.	Com.	Board of Trade, Chicago.
Norvell, H. I.	Seaboard Air Line,	Agent.	407 Chamber of Commerce.
Noyes, Wm. A.		Insurance.	203 N. Third st.
Nulsen, John C.	Mo. Malleable Iron Co.		East St. Louis, Ill.
Nurre, Frank.	H. Nurre,	Feed.	1515 Market st.

Name.	Firm.	Business.	Location.
Obert, Louis	Arsenal Brewery,	Brewers	Twelfth and Lynch sts.
Obert, Louis, Jr.	Louis Obert,		2700 S. Twelfth st.
O'Brien, John	John O'Brien Boiler	Works Co.	11th and Mullanphy sts.
O'Brien, Wm. S.			3142 Easton ave.
Ocker, Henry W.	John Wahl Com. Co.		2 S. Main st.
O'Connor, P. J. J.	O'Connor & Co.,	Market Reporter	112 Chestnut st.
O'Connor, P. J. J., Jr.			
Odendahl, F. J.	Glover & Odendahl,	Commission	318 Poydras st., N. O.
O'Donnell, Hugh	Jerome Hill Cotton Co.,		116 S. Main st.
O'Donnell, John	Jno. O'Donnell & Bro.,	Contractors	1912 Carr st.
O'Donnell, Patr'k	Jno. O'Donnell & Bro.,	Contractors	2115 Wash st.
Oehler, Emil. Ill.	Hydraul. Press Brick Co.,	Gen. Mgr.	Odd Fellows Building.
Oetgen, Fred		Teamster	1458 Chambers st.
O'Hara, Henry	Union Ref. Transit Co.,	President	Commercial Building.
Ohrndorf, Chas. W.	Standard Eagle Box	Mfg. Co.	200 Chouteau ave.
O'Meara, J. B.		Contractor	904 Olive st.
O'Neil, Peter A.			Eighth and Locust sts.
Onstatt, Don	DuQuoin Mill Co.,		DuQuoin, Ill.
Oonk, Christian			1412 Sullivan ave.
O'Reilly, Robert J.		Physician	602 N. 17th st.
O'Reilly, Thomas		Physician & Capitalist	602 N. 17th st.
Orr, Ed. S.	B. & O., S. W. Ry.	Gen'l. Agent	Rialto Building.
Orthwein, Chas. F.	C. F. Orthwein & Sons.	Commission	Laclede Building.
Orthwein, W. J.	C. F. Orthwein & Sons.	Commission	Laclede Building.
Orthwein, Chas. C.	C. F. Orthwein & Sons.	Commission	Laclede Building.
Orthwein, W. D.	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, F. C.	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, W. E.	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orvis, Otto A.	Brinson-Judd Grain Co.		415 Chamber of Commerce.
Ostermeyer, Philip		General Store	8022 N. Broadway.
Ostermayer, Geo.	Philip Ostermayer		8024 N. Broadway.
O'Shea, Joseph M.		Grain	Rialto Building.
Ott, Wm. F.	Union Storage Co.,	Secretary	Foot Florida st.
Otto, Edward	Bauer Bros.	Stock Brokers	205 N. Third st.
O'Toole, Wm.	John Mullally Com. Co.,		405 Chamber of Commerce.
Overall, John H.		Lawyer	Laclede Building.
Overstolz, Herman		St'm's'p Agt & Bnkr.	B'wy & Ch'snut.
Owens, John P.			919 Collins st.
Owens, Lawrence	McHale & Owens Bros.,	Poultry and Game	Union Market.
Owens, G. A.	St. Louis Grain Elevator		Rialto Building.
Owings, Zebulon P.	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Paddock, Galus	Paddock-Hawley Iron Co.,		Tenth and Spruce sts.
Page, T. M.	Page & Krausse Mfg. &	M. Co., Zinc & Chem,	410 Valentine st.
Pahlman, Wm. F.	Pahlman Bros.	Livery Stable	2953 Easton ave.
Palmer, Don McN.	Union Stock Yds.	Superintendent	Bremen ave.
Panhorst, J. C.	Staunton Milling Co.,		Staunton, Ill.
Papin, Edw. V.	F. D. Hirschberg & Bro.,	Insurance	123 N. Third st.
Parsons, Charles	State Bank of St. Louis.	Banking	Fourth and Locust sts.
Paschedag, William		Teamster	2312 N. Grand ave.
Patterson, M. E.		Barrel Stock	4033 Bell ave.
Paule, D.	D. Paule Mercantile Co.,	Flour and Grain	7700 Ivory ave.
Paule, Edwin J.	D. Paule Mercantile Co.,		7700 Ivory ave.
Paule, Herman		Feed	7519 S. Broadway.
Pauley, Frank C.		Druggist	Easton & Compton aves.
Pauly, Peter J.	Pauly Jail Bldg. Mfg. Co.,		2215 DeKalb st.
Pearce, Chas. E.		Lawyer	810 Olive st.
Pearson, Wm. R.		Mining Engineer	3558 Lindell ave.
Pechmann, Julius	Pechmann Bros.	Confectioners	3201 Lucas ave.
Peck, Charles H.			1019 Chestnut st.
Peck, Stephen	Peck Realty Co.,		1019 Chestnut st.
Peckham, O. H.	O. H. Peckham Candy	Mfg. Co.	Seventh and Spruce sts.

Name.	Firm.	Business.	Location.
Peirsel, U. B.	Kanawha Despatch,	Agent.	Rialto Building.
Peisch, George.	Geo. Peisch & Bro.,	Painters.	1105 S. Eighteenth st.
Peniston, Thomas.	Eagle Packet Co.,	Agent.	Foot of Vine st.
Pennington, Alfred.			827 N. Fourth st.
Peper, Christian		Tobacco.	721 N. Main st.
Peppard, J. G.		Seeds.	Kansas City, Mo.
Perry, W. W. C.		Investigator of Titles.	3733 N. 25th st.
Perry, Ira.	Ira Perry Pie Co.,	President.	821 S. Tenth st.
Perry, Ira W.	Ira Perry Pie Co.,	Secretary.	821 S. Tenth st.
Perryman, J. L.			Ash Grove, Mo.
Peters, F. W.	Peters Dry Goods Co.,		2604 N. Fourteenth st.
Petri, Arthur C.			207 Chamber of Commerce.
Petri, T, F.	C. H. Spencer Grain & El. Co.,		203 Chamber of Commerce.
Pettker, Henry		Grocer.	2300 Cass ave.
Peugnett, Ernest.	Peugnet & Hemenway,	Insurance Agent.	305 Olive st.
Pfeffer, C. J.	Pfeffer Milling Co.,		Lebanon, Ill.
Pfeifer, Wm.		Grocer.	2900 Macchester rd.
Phelps, H. W.	Merrick, Walsh & Phelps	Jewelry Co.	511 Olive st.
Phillips, R. F.	R. F. Phillips & Co.,	Cotton Brokers.	165 Walnut st.
Phillips, Alex V.	Bemis Bros. Bag Co.,		Fourth and Poplar sts.
Picher, O. H.	Picher Lead Co.,		Joplin, Mo.
Picher, W. H.	Picher Lead Co.,		Joplin, Mo.
Picker, Erich	Picker & Beardsley,	Commission.	214 N. Main st.
Pickel, W.	Pickel Marble & Granite Co.,		1901 N. Broadway.
Pierce, H. C.	Waters Pierce Oil Co.,	Oils.	Odd Fellows Building.
Pierce, Wm. B.	Alton Roller Milling Co.,		Alton, Ill.
Pingree, Samuel S.	F. C. Taylor & Co.,	Commission.	208 N. Main st.
Pironi, G. C.	Pironi & Co.,	Grocers.	2147 Clark ave.
Pirie, A. H.	St. Louis Paper Co.,		Third and Vine sts.
Pittman, Asa.	Woodward & Tiernan	Printing Co.	309 N. Third st.
Plant, Alfred.	Plant Seed Co.,	Seeds.	812 N. Fourth st.
Plant, F. S.	Plant Seed Co.,	Seeds.	812 N. Fourth st.
Plant, George H.	Geo. P. Plant Mill. Co.,	Millers.	502 Chamber of Commerce.
Plant, George J.	Geo. P. Plant Mill. Co.,	Millers.	502 Chamber of Commerce.
Plant, Wm. E.			1100 St. Ange ave.
Plant, Samuel.	Geo. P. Plant Mill Co.,		502 Chamber of Commerce.
Platt, P. C.	Platt & Thornburgh Paint &	Oil Co.	Seventh and Franklin ave.
Poe, John W.	M. Eisenstadt Jew'y. Co.,		Sixth and Pine sts.
Pomeroy, E. A.			2788 Russell ave.
Pommer, Robert	D. I. Bushnell & Co.,		109 N. Second st.
Pope, Henry O.	Jones-Pope Produce Co.,		915 N. Fourth st.
Pope, Wm. S.		Lawyer.	219 N. Fourth st.
Pope, John J.	Pope-Currie Com. Co.,		42 Gay Building.
Pope, Chas.	Chas. Pope Glucose Co.,		42 River st., Chicago, Ill.
Porteous, W. M.	Can. Pac. Despatch,	Agent.	125 Chamber of Commerce.
Porter, John C.	Hope Mining Co.,	President.	Laclede Building.
Post, Lewis W.	Blackmer & Post,	Sewer-Pipe Co.	Sixth & Locust sts.
Post, W. S.		Mill Feed.	Fourth and Chestnut sts.
Postel, Julius.	Postel Milling Co.,		Mascoutah, Ill.
Postel, John Ph.	P. H. Postel Mill. Co.,	Millers.	Mascoutah, Ill.
Postel, George.	P. H. Postel Mill. Co.,	Millers.	Mascoutah, Ill.
Potter, Henry S.	St. Louis Hay Exch.,	President.	602 Theresa ave.
Powell, D. R.	Carroll & Powell,	Insurance.	115 N. Third st.
Powell, George F.	Connor Bros.,	Commission.	Gay Building.
Powell, Willis J.	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc.	325 N. 2nd st.
Power, John.		Ice.	27 S. Sixteenth st.
Powers, Wm. F.	Geo. P. Plant Mill Co.,	Millers.	Main and Chouteau ave.
Prante, C. F.		Hay and Grain.	214 Lesperence st.
Prather, John G.			3738 Westminster pl.
Prewitt, T. F.		Physician.	3101 Pine st.
Price, Thos. E.	T. E. Price & Co.,	Commission.	118 N. Fourth st.
Price, Burtis	T. E. Price & Co.,	Commission.	104 N. Third st.
Price, Elwyn		Stock.	Versailles, Mo.
Priesmeyer, W. H.		Salt.	1003 Carr st.
Primm, V. B.	So. Pacific Co.,	Agent.	Rialto Building.

Name.	Firm.	Business.	Location.
Prince, L. L.		Commission	Gay Building.
Pritchett, John		Agent	325 Olive st.
Proskauer, Adolph	Manhattan Life Ins.	Grain and Grass Seed	1 S. Main st.
Prunty Chas. E.		Board of Trade	Chicago.
Puff, Fred.	Brosseau & Co.,		
Quesnel, Chas. J.	Chris. Sharp Com. Co.,	Commission	202 N. Main st.
Quinlivan, Sol. J.	Sol. J. Quinlivan & Sons,	Grain and Produce	212 N. Main st.
Quinlivan, Jas. F.	Jas. F. Quinlivan & Bro.,	Feed	800 Theresa ave.
Quinlivan, Thos. E.	Jas. F. Quinlivan & Bro.,	Feed	800 Theresa ave.
Quinette, Oliver, Jr.	Sam'l Cupples	Woodenware Co.	7th & Spruce sts.
Quirk, D. L., Jr.			Ypsilanta, Mich.
Quisenberry, James T.			
Raacke, Gus. A.	Fred. Raacke & Son,	Insurance	101 N. Third st.
Raleigh, John J.	Jno. Hancock Mut. Ins.	Co.	Chemical Building.
Ranken, Robert.		Real Estate	201 N. Third st.
Rapp, Charles M.	L. Garvey & Co.		1412 N. Third st.
Rassfeld, A.	A. Rassfeld & Co.,	Wholesale Liquors	222 Market st.
Rassieur, Leo.		Judge Probate Court	Court House.
Rauh, Chas. H.		Dry Goods	10th st. & Washington av.
Rausch, Chas.	E. C. Chamberlain & Co.		515 Chamber of Commerce.
Rawlings, E. W.	Alzheimer & Rawlings,	Bonds and Stocks	208 N. Fourth st.
Reardon, James A.	Reardon Glue Co.		1015 Lucas ave.
Rebstock, Charles	Chas. Rebstock & Co.,	Wholesale Liquors	200 S. Main st.
Reck, Anton.			920 N. Main st.
Redemeyer, W. H. Jr.	Redemeyer & Regel,	Hollister Com. Co.	1037 N. Third st.
Regel, Charles	Baur & Regel,	Flour	833 N. Third st.
Rehbein, Albert A.	H. A. Rehbein & Co.,	Commission	105 N. Main st.
Reifeiss, Louis.		Pork Packer	1029 Allen ave.
Reifsnyder, J. H.	St. Louis Cotton Com.	Co.	Main and Rutger st.
Reller, August F.	A. F. Reller & Son,	Groceries and Feed	3533 N. Broadw'y
Reyburn, Valle.		Lawyer	509 Olive st.
Reynolds, Alfred C.		Cotton and Com.	315 Cham. of Com.
Reynolds, J. A.		Farmer	Venice, Ill.
Rhein, John		Cooper	2763 Chouteau ave.
Rhoads, E. C.		Lawyer	Belleville, Ill.
Rhodes, George S.		Teamster	8 S. Main st.
Rice, Thomas A.	Rice-Dwyer Real Est. Co.		322 Chestnut st.
Rice, E. P.	Anderson & Rice,	Real Estate	917 Chestnut st.
Richards, H. A.	Great Eastern Line,		104 N. Fourth st.
Richards, Wm.		Teamster	Levee and Carroll st.
Richardson, Arthur P.	Harrison-Berry	Com. Co.	Republic Building.
Richardson, J. C.	Chemical Nat'l Bank,	President	316 N. Sixth st.
Richardson, Jas. S.			40 Perdido st., New Orleans.
Richeson, Thomas	Collier White Lead Co.,	White Lead	Tenth st. and Clark ave.
Richmond, Manley G.	Shaw & Richmond,	Commission	829 N. Third st.
Rickart, O. H. P.		Commission	Chamber of Com.
Ricker, F. H.	Bank of Commerce.		Bank of Commerce Building.
Ricker, Ira E.			
Riechmann, F.		Feed Store	1324 Sullivan ave.
Riehl, Henry	Hydraulic Press Brick Co.,	Assistant Superintendent	Kings Highway and New Manchester rd.
Riepenhaus, Ernest	Carroll & Powell,	Insurance	115 N. Third st.
Riley, John E.	E. B. White Grain Co.,	Commission	208 Cham. of Com.
Ring, John		Provision Broker	213 Cham. of Com.
Ring, James J.			Chamber of Commerce.
Ring, Vincent P.	Christy Fire Clay Co.		Laclede Building.
Rippe, Charles		Tents, Tarpaulins, etc.	19 S. 4th st.
Riske, H. J.	Wibracht Riske & Co.		100 N. Fourth st.

Name.	Firm.	Business.	Location.
Risque, Ferd. W.	F. W. Risque & Co.		305 S. Seventh st.
Roach, James H.	Union Depot R. R. Co.	Secretary	1761 Missouri ave.
Robbins, James Monroe		Farmer	New Madrid, Mo.
Robertson, J. K.		Farmer	Carrington, Mo.
Robinson, Geo.	Basye & Robinson,	Commission	116 N. Main st.
Robinson, Archie		Insurance	117 N. Third st.
Robinson, George R.		Bagging	Twelfth and Gratiot st.
Robinson, C. McD.	E. B. White Grain Co.		208 Chamber of Commerce.
Robinson, J. E.		Grain Inspector	416 Cham. of Com.
Robinson, Geo. R., Jr.			220 Pine st.
Robyn, Paul	Roeslein & Robyn,	Insurance	301 Chestnut st.
Roeder, Fred'k J.	Miller Bros. & Co.,	Commission	932 N. Third st.
Roeder, Charles	Chas. Roeder & Co.,	Butter and Cheese	129 Market st.
Roederer, E. L.	Nickel Plate F. F. Line,		Rialto Building.
Roemheld, Wm.		Flour	1131 Morrison ave.
Roennigke, Ed. C.	Teichman Com. Co.		Republic Building.
Roennigke, Edw.			Gay Building.
Roennigke, Fred.	Oswald Graves Grain	Co.	412 Chamber of Commerce.
Roennigke, Theo.			
Roeslein, Anthony	Roeslein & Robyn,	Insurance	301 Chestnut st.
Roepke, Louis		Druggist	3801A N. Twenty-fifth st.
Roever, John C.		Feed	4101 Natural Bridge Road.
Rogers, Albert Jackson	Rogers Salt Co.		230 Pine st.
Rooke, Wm. A.		Broker	210 Chamber of Commerce.
Roper, A. C.		Commission	102 N. Fourth st.
Roper, R. E.	Schreiner-Flack Grain Co.,		116 N. Fourth st.
Roper, John S.	Grafton Quarry Co.		415 Locust st.
Rose, Hugh C.	Rose & Parle,	Brokers	307 Pine st.
Rosenberg, G.			208 N. Fourth st.
Roas, Jacob	Mound City Distilling Co.		2116 S. Second st.
Roth, Adam	Adam Roth Gro. Co.	Wholesale Grocer	435 S. Seventh st.
Roth, Geo. A.	Adam Roth Gro. Co.	Wholesale Grocer	435 S. Seventh st.
Roth, Gottlieb		Feed	Sutter P. O., St. Louis Co.
Rothschild, Julius	Rothschild Bros.	Hats	1100 Washington ave.
Rottmann, John H.	J. H. Rottmann Dis.	Co., Liquors	819 N. Fourth st.
Rotty, E. J.	E. J. Rotty & Co.	Feed	2100 S. Seventh st.
Rowan, L.	Rowan & Co.	Grain	Shawneetown, Ill.
Rowell, Clinton	Rowell & Ferris,	Lawyers	418 Olive st.
Rowland, D. P.		Insurance	100 N. Third st.
Rowse, Edward C.		Real Estate	Columbia Building.
Ruane, James	James Ruane & Son,	Painting	1119 Pine st.
Rulfs, C. C.	C. C. Rulfs & Co.,		930 N. Third st.
Rumsey, Lewis M.	L. M. Rumsey Mfg. Co.	President	810 N. Second st.
Rumsey, Moses	L. M. Rumsey Mfg. Co.		810 N. Second st.
Rump, Aug.	Mer. Ex. Bd. Flour Insp.	Flour Inspector	8 S. Main st.
Ruprecht, Joseph		Coal and Feed	6012 S. Broadway.
Russell, J. H.	Kingan & Co.,	Pork Packers	500 N. Second st.
Russell, John T.			
Russell, Thomas	Phoenix Iron Works,		322 Pine st.
Rutter, Bernard	Rutter & Bro.		St. Libory, Ills.
Ruxton, Robert	Ruxton & Co.,	Grain and Live Stock	Miami, Mo.
Ryan, M. J.	Silver Creek Mining Co.,	Pres. and Treas.	Commercial Bldg.
Ryan, John F.	Ryan Commission Co.		222 N. Fourth st.
Ryan, John	Ryan Commission Co.		
Ryan, Frank K.		Lawyer	506 Olive st.
Ryan, Wm. H.	Gallaher & Co.	Leaf Tobacco	Henderson, Ky.
Ryan, Wm. F.			104 N. Fourth st.

Sachleben, Henry	Cooper	1011 Dolman st.
Saeger, Wm.	Ex. Feed Warehouse,	Feed Store
Sale, S. B.	Sale Commission Co.	2919 N. Broadway.
Sampson, C. H.	Nonotuck Silk Co.	316 N. Main st.
		Tenth and St. Charles sts.

Name.	Firm.	Business.	Location.
Samuel, Aderton	St. L. Union Elev. Co.		Rialto Building.
Samuel, Web. M.			Rialto Building.
Samuel, Ed. M.	Adams & Samuel,	Com.	Bd. of Trade Bldg., Chicago.
Samuel, W. R.	W. R. Samuel Com. Co.		116 N. Fourth st.
Samuel, Wm. P.			503 Chamber of Commerce.
Sander, Enno		Mineral Water.	129 S. Eleventh st.
Sander, Albert E.		Grocer and Feed.	3772 S. Broadway.
Sands, James T.			510 Pine st.
Sands, Geo. L.	Wiggins Ferry Co.		Security Building.
Sandweg, W. H.	Schwartz Bros. Com.	Co.	205 Chamber of Commerce.
Sanford, J. W.	E. B. White Grain Co.		208 Chamber of Commerce.
Sartorius, Henry		Pork Packer.	2732 Arsenal st.
Saunders, Parker	Anglo-Am. Pkg. Co.		310 Chamber of Commerce.
Saussenhaler, P.			2331 Albion place.
Savage, W. T.	Plant System,	Cont. Agent.	Houser Building.
Sayers, Geo. N.	Niggemann & Sayers,	Provisions.	1308 N. Main st.
Sayers, Henry	Henry Sayers & Co.,		216 N. Main st.
Saylor, H. N.		Staves and Heading.	107 S. 16th st.
Schaeffer, George	Schaeffer B. & Powell,	Soap and Candles.	325 N. Second st.
Schaeffer, Jacob	Schaeffer B. & Powell,	Soap and Candles.	325 N. Second st.
Schaperkottter, W.		Cooper.	1446 Montgomery st.
Schaperkottter, Henry		Cooper.	1225 Montgomery st.
Scharff, L.	L. & A. Scharff,	Liquor.	15 S. Second st.
Scharff, M.	Scharff Bros.,	Commission.	311 N. Main st.
Scharff, Nicholas	Scharff, Bernheimer	Grocery Co.	704 N. Second st.
Scharff, Adolph	L. & A. Scharff,	Liquors.	15 S. Second st.
Scharff, Edward E.	Scharff, Bernheimer	Grocery Co.	704 N. Second st.
Schwacker, C.		Livery.	414 S. Third st.
Scheitlin, Chas.	Hilmer, Scheitlin Com.	Co.	804 N. Third st.
Schenkel, Henry	John G. Haas Soap Co.,	Soap Manufactory.	802 Wash st.
Schirr, August		Feed.	3631 S. Broadway.
Schladt, August	Carlyle Mill & Grain Co.,		Carlyle, Ill.
Schlange, Joseph		Tobacco.	1720 Longfellow ave.
Schlapprizzi, Charles F.		Grocers and Feed.	3900 S. Broadway.
Schlocke, Hy. F.		Grocer.	3803 Easton ave.
Schlosstein, Louis	Green Tree Brewery,	Brewers.	Ninth & Sidney sts.
Schlottman, Chas.	H. N. Saylor,	Cooperage.	107 S. Sixteenth st.
Schlueter, Fritz		Teamster.	816 Montgomery st.
Schmidt, Rudolph	Rudolph Schmidt	Malting Co., Maltsters.	1122 S. 12th st.
Schmidt, O. M.	O. M. Schmidt & Co.,	Groc. and Com.	117 N. Second st.
Schmidt, E. H.			1112 Morrison ave.
Schmidt, H. A.		Tailor.	Union Trust Building.
Schmitt, Henry	Hope Mut. Ins. Co.,	Secretary.	24 N. Third st.
Schmith, Albert L.	Kehlor Bros.,	Millers.	401 Chamber of Commerce.
Schneithorst, Henry F.	Deceased.		
Schnell, J. R.			Pleasant Hill, Mo.
Schoen, Isaac A.			120 N. Main st.
Schoenle, Ernst G.	Mueller Coal H. H. &	Q. Co.	2520 Bismarck st.
Schoenhard, Louis P.	Charter Oak Stove	& Range Co.,	1440 N. Main st.
Schollmeyer, Christian	Hassendeubel Bro.,	& Co., Commission.	120 N. Second st.
Schonhoff, John		Flour and Feed.	2251 Gravois ave.
Schopp, John	Deceased.		
Schopp, Jacob	Jacob Schopp & Bro.,	Produce Co.	814 N. Third st.
Schopp, Conrad	Conrad Schopp & Co.,		Third and Franklin ave.
Schopp, Geo. P.	Geo. P. Schopp & Co.,	Produce.	721 N. Third st.
Schoppe, Henry C.	H. C. Schoppe & Son,	Commission.	118 Vine st.
Schoppe, C. H.	Ryan Com. Co.,	Commission.	108 N. Fourth st.
Schorr, Jacob B.	C. G. Stifel Brew. Co.,		1911 N. Fourteenth st.
Schott, Albert	Schott & Marx,	Wool.	111 S. Main st.
Schotten, Hubertus	Wm. Schotten & Co.,	Coffees, etc.	111 S. Second st.
Schreiner, Jac.	Schreiner-Flack Grain Co.,	Commission.	116 N. Fourth st.
Schreyer, Wm.			
Schroder, H. A.		Commission.	East St. Louis, Ill.
Schroth, Peter A.		Insurance.	118 N. Third st.
Schuetz, John G.		Wine Grower.	Stratmann, Mo.

Name.	Firm.	Business.	Location.
Schulenburg, O. G.	St. L. Louis Refrig. & W. G. Co.	Main and Park ave.	
Schulte, John J.	Geo. J. Schulte & Co.	Commission	507 Cham. of Com.
Schulte, George J.	Geo. J. Schulte & Co.	Flour and Feed	507 Cham. of Com.
Schulte, H. E.	Geo. J. Schulte & Co.	Commission	507 Cham. of Com.
Schultz, Henry	F. Schwartz & Bro.	Commission	205 Cham. of Com.
Schulz, Chas. O.	C. F. Orthwein Grain Co.	Commission	Laclede Building.
Schulz, Otto J.	Zelle Bros. P. & C. Co.		702 N. Third st.
Schurmann, Henry		Milling	Germantown, Ill.
Schutz, W. C.	F. R. Rice Mer. Cigar Co.	Whol. Tobacco	305 N. Fourth st.
Schwartz, F.	F. Schwartz & Bro.	Commission Co.	205 Cham. of Com.
Schwartz, Herman	F. Schwartz & Bro.	Commission Co.	205 Cham. of Com.
Schwidde Henry		Feed	2515 N. Fourteenth st.
Scott, Samuel S.	Scott-Farrar Realty Co.		804 Chestnut st.
Scott, Mitchell			32 Vandeventer pi.
Scott, W. S.	Mo. and Ill. Coal Co.		Rialto Building.
Scruggs, C. O.	Scruggs-McClure Coal Co.		Oriel Building.
Scruggs, R. M.	Scruggs, Vandervoort & Barney D. G. Co.	Broadway & Locust.	
Scudder, Charles		Treasurer	City Hall.
Scudder, John A.			Security Building.
Scudder, W. H.	Douglas & Scudder,	Atty. & Not. Pub.	Union Trust Bldg.
Scullin, Frederic W.	Jas. Campbell,	Broker	Rialto Building.
Scullin, John	Union Depot R. R. Co.	President	Security Building.
Seaman, Chas. H.	United Elevator Co.		Rialto Building.
Searles, C. J.	C. J. Searles & Co.	Commission	Security Building.
Sears, W. H.	Cole Bros. Com. Co.		213 N. Second st.
Sears, Gilbert	Advance Elevator,	Superintendent	400 Cham. of Com.
Seele, F. W.	Annan, Burg & Smith,	Commission	102 N. Fourth st.
Selkirk, A. A.	A. A. Selkirk & Co.	Auction	206 N. Sixth st.
Sellers, John M.		Roofers	Wainwright Building.
Sellers, D. W.			2628 Locust st.
Sellner, A. C.	Steinwender & Sellner,	Liquors	117 S. Broadway.
Sells, Luke			3736 Delmar.
Senter, Wm. M.	Senter & Co.	Cot. Com.	Third and Walnut sts.
Senter, John A.	Senter & Co.	Commission	Third and Walnut sts.
Sessinghaus T. W.	Sessinghaus Mill. Co.		Ninth and N. Market sts.
Sessinghaus Wm.			1444 St. Louis ave.
Sessinghaus, Theo	Sessinghaus Mill. Co.	Millers	Ninth and N. Market sts.
Sexton, Henry D.	H. D. Sexton & Bro.	Real Estate	E. St. Louis, Ill.
Seybt, Charles H.	Con. Coal Co.		Laclede Building.
Shands, Thos. J.	Mound City Distilling Co.	Salesman	2116 S. Second st.
Shapleigh, A. F.	A. F. Shapleigh H. Co.	Hardware	4th & Washington ave.
Shapleigh, Frank	A. F. Shapleigh H. Co.	Hardware	4th & Washington ave.
Shapleigh, A. L.	A. F. Shapleigh H. Co.	Hardware	4th & Washington ave.
Sharp, James C.	James Sharp & Co.	Pork Packers	908 S. Second st.
Sharp, James	James Sharp & Co.	Pork Packers	908 S. Second st.
Sharp, C.	Chris. Sharp Com. Co.		202 N. Main st.
Sharp, W. M.	James Sharp & Co.	Pork Packers	904 S. Second st.
Sharpe, John W.			2753 Russell ave.
Shaw, Wm. J.	Shaw & Richmond,	Wholesale Produce	829 N. Third st.
Shedd, O. C.	Creve Coeur Lake Ice Co.		Fourteenth and Gratiot sts.
Sheehan, Frank P.			
Shelby, D.	Ill. Cent. R. R.	Agent	115 N. Third st.
Shepley, John R.	Deceased.		
Sheppard, J. J.	Sheppard Cereal Co.		2506 N. Broadway.
Sheridan, J. G.	Deceased.		
Sherry, Josiah E.	Isaacs & Sherry	Grain Co.	314 Cham. of Com.
Sherwood, Adiel		Attorney	Laclede Building.
Shields, George H.	Noble & Shields,	Lawyer	Rialto Building.
Shirley, C. M.	National Lead Co.		Tenth and Clark ave.
Shirmer, Phillip F.			City Hall.
Shotwell, R. H.			3308 Lucas ave.
Shotwell, E. O.		Commission	2816 Washington ave.
Shroeder, Fred C.		Grain Commission	Kansas City.
Shultz, C. F.			3110 Eads ave.
Shultz, John M.		Lawyer	McFall, Mo.

Name.	Firm.	Business.	Location.
Siegel, Emil	Belleville Dist. Co.,	Distiller	Belleville, Ill.
Siemers, Geo. F.	J. W. Booth & Sons,	Com. Co.	Rialto Building.
Sieving, Fred A.	L. Lemcke & Co.,	Commission	322 Pine st.
Sieving, C. H.	Brockmeyer & Sieving,	Commission	118 S. Main st.
Signaigo, David J.			1818 Morgan st.
Signaigo, J. F.	Schreiner-Flack Grain Co.,		116 N. Fourth st.
Simon, Chas. G.	Great Western Feed Co.,		818 Manchester rd.
Simmons, E. C.	Simmons Hardware Co.,	Hardware	Ninth and Spruce sts.
Simmons, Warren H.	Bemis Bag Co.,		Fourth and Poplar sts.
Simmons, Wayne G.	St. L. Aut. Ref. Co.,		9 S. Third st.
Simpson, J. C.	Consolidated Coal Co.,	General Manager	400 Olive st.
Simpson, Wm. S.	Christopher & Simpson,	Iron Co., Foundry	9th & Park ave.
Sinclair, Ed. W.	Elks Club,		Tenth and Pine sts.
Singer, Richard	Kohn & Co.,	Brokers	Security Building.
Skinner, George N.	Standard Salt Co.,		6 N. Commercial st.
Skrainka, Fred	Skrainka Con. Co.,	Contractors	Security Building.
Slack, B. L.	Burlington Elevator Co.,	Secretary	Gay Building.
Slade, Chas.		Real Estate	405 Cham. of Com.
Slattery, D. P.	Deceased.		
Slaughter, John B.		Insurance	105 N. Third st.
Slaughter, H. B.	A. O. Slaughter & Co.,	Grain	115 LaSalle st., Chicago.
Slevin, Eugene C.		Lawyer	418½ Olive st.
Sloss, Alexander C.	Bauer Grocery Co.,		Seventh and Poplar sts.
Small, George H.	Ass't. U. S. Treasurer,		Custom House.
Smith, S. Jenks		Broker	Kirkwood, Mo.
Smith, Alex. H.	Victoria Mill Co.,	Milling	212 Cham. of Com.
Smith, John P.		Commission	317 Cham. of Com.
Smith, Sardinus	Block, Dean & Co.,	Commission	417 Cham. of Com.
Smith, Sardinus, Jr.			417 Chamber of Commerce.
Smith, John V.	Merchants' Dispatch	Trans. Co., Agent	Laclede Bldg.
Smith, F. W.	Gratiot st. Warehouse Co.,	Storage	214 Cham. of Com.
Smith, Geo.			1615 Olive st.
Smith, H. M.	H. M. Smith & Co.,	Commission	905 N. Third st.
Smith, Huntington		Real Est. Broker	421 Olive st.
Smith, James B.	Leeson Copperage Co.,	Cooperage	Scott, Ohio.
Smith, Wm. J.	Geo. P. Plant Milling Co.,	Millers	501 Chamber of Commerce.
Smith, Daniel E.	Annan, Burg & Smith,	Commission	104 N. Fourth st.
Smith, Chas. H.	Davis Coke & Coal Co.,	Manager	Security Building.
Smith, Breedlove	Francis & Smith Ex. Co.		New Orleans.
Smith, C. B.	R. G. Dun & Co.,	Mercantile Agency	Cham. of Com.
Smith, James A. Jr.		Coal & Feed	Grand & Easton aves.
Smith, E. B.	Blue and Canada So. Line,		312½ Chestnut st.
Smith, W. R.	B. F. Horn,	Coopers' Supplies	E. St. Louis.
Smith, Eug. F.	Gratiot st. Warehouse Co.,	Warehouse Co.	214 Cham. of Com.
Smith, C. W.	Smith, Sheridan & Vincent,	Commission	Gay Building.
Smithers, John A.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Smithers, M. L.	Smithers & Block,	Hay and Grain	8015 Olive st.
Smyth, Isaac S.			3518 Lindell ave.
Snow, Lewis E.	Delafield & Snow,	Insurance	111 N. Third st.
Snow, Robt. B.	St. L. Real Est. Exch.,	Ass't Sec'y	Wabash Bldg.
Somerville, Wm.	Mo. Glass Co.,	President	Twelfth and Olive sts.
Sommer, Joseph		Teamster	1854 S. Thirteenth st.
Sparks, Wm. L.	Sparks Milling Co.,		Alton, Ill.
Sparks, E. W.	Christopher Bailey,	Bags	215 Chamber of Commerce.
Sparks, H. J.	Gus V. Brecht B. S. Co.,		Twelfth st. and Cass ave.
Sparks, Hosea B.	Sparks Milling Co.		Alton, Ill.
Sparks, W. D.	Sparks Mill Co.,	Millers	Alton, Ill.
Spaunhorst, Henry J.		Notary	Fourth and Market sts.
Spelbrink, Louis		Livery Stable	1317 Franklin ave.
Spellen, David A.	Thos. S. Green Com. Co.,	Prod. & Com.	1141 N. Third st.
Spencer, F. A.	Travelers' Insurance Co.		Seventh and Olive st.
Spencer, Corwin H.	C. H. Spencer Grain	and Elevator Co.	203 Cham. of Com.
Spencer, Selden P.		Judge Circuit Court	Court House.
Spier, George		Malster	1542 S. Seventh st.
Sprague, Walter R.	Sprague Delicates'n	Co., Restaurant	1900 Locust st.

Name.	Firm.	Business.	Location.
Sprague, R. C.			500 N. Commercial st.
Stahl, F.		Teamster	2414 Menard st.
Stanard, E. O.	E. O. Stanard	President	408 Cham. of Com.
Stanard, W. K.	E. O. Stanard	Secretary	408 Cham. of Com.
Stanley, Henry	Todd & Stanley Mfg. Co.	Mill Furnishings	917 N. Second st.
Starr, E. E.	Fairbanks, Morse & Co.	Scales, etc.	302 Washington ave.
Stebbins, L. W.	Kehlor & Bros.		401 Chamber of Commerce
Steele, Joseph W.	Jos. W. Steele & Co.	Printers	18 N. Third st.
Stegall, J. N.	Allen West Com. Co.	Commission	104 S. Main st.
Steigers, D. H.	St. Louis Hide and Tallow		3115 N. Broadway.
Steinmesch, Henry	Wabash R. R.		Seventh and Chestnut sts.
Steinwender, Herman A.	Steinwender & Sellner.	Sellner, Liquors	117 S. Broadway.
Steinwender, G. A.	Steinwender & Sellner.	Whiskies	117 S. Broadway.
Steimke, D.		Grocer	3000 Gravois ave.
Stephens, W. E.	W. E. Stephens & Co.	Lithographers	716 Locust st.
Stephens, W. Speed	Central Nat'l Bank	Cashier	Boonville, Mo.
Stephenson, John	Mermod-Jaccard	Jewelry Co.	Broadway and Locust
Sterling, E. C.	Hydraulic Press Brick Co.	President	Union Trust Building.
Sterrett, F. M.			6900 Clayton ave.
Stevener, John	J. Stevener & Bro.	Feed	1706 Cass ave.
Stevens, E. R.	Hubbard & Bartlett Com.		322 Pine st.
Stewart, A. W.	A. W. Stewart & Co.	Commission	410 Cham. of Com.
Stewart, A. C.	Phillips, Stewart, Cunningham & Elliott,	Lawyers	Fourth and Locust st.
Stewart, A. M.	Jas. Stewart & Co.	Grain El. Contractors	Com. Bldg.
Stewart, James C.	Jas. Stewart & Co.	Grain El. Contractors	Com. Bldg.
Stickney, Wm. A.	W. A. Stickney Cigar	Co.	209 N. Fourth st.
Stifel, Chas. G.			2013 St. Louis ave.
Stifel, Otto Fred'k.	C. G. Stifel Brew. Co.	Brewing	1901 N. Fourteenth st.
Stiles, Edward J.	Geo. Taylor Com. Co.		24 S. Main st.
Stille, George H.		Notary Public	Laclede Building.
Stinde, Geo. C.	Stinde Bros.	Real Estate	813 Chestnut st.
Stinde, E. R.		Broker	116 N. Fourth st.
Stobie, Frank L.	Timmerman & Stobie,	Coal and Feed	Wellston, Mo.
Stock, Philip	Brewers' Association,	Secretary	Wainwright Building.
Stoeke, Jacob	Jacob Stoeke Co.	Produce	810 N. Third st.
Stockton, F. W.	Traders' Despatch,		Laclede Building.
Stoewener, F. F.			710 Julia st.
Stoddart, T. A.			417 Olive st.
Stones, Leander			412 Chamber of Commerce.
Stoos, Henry P.		Liquors	214 Franklin ave.
Stover, W. D.	Star Union Line,		309 Olive st.
Stracke, Albert	Stracke & Caesar,	Liquors	208 N. Second st.
Strain, Arthur R.	Robt. B. Brown Oil Co.	Oil Manuf'rs	Rialto Building.
Stratton, Wm.	Ph. H. Postel Milling Co.		Mascoutah, Ill.
Straub, Augustus W.	International Bank,		Fourth and Chestnut sts.
Streckert, Christian, Jr.	J. F. Conrad	Grocer Co.	2708 Franklin ave.
Stuckmann, Emil		Teamster	1913 S. Third st.
Studniczka, H.		Fertilizers, etc.	2012 St. Louis ave.
Stuede, Wm.	E. B. White Grain Co.		208 Chamber of Commerce.
Stuever, Anton C.	Home Brewing Co.		Miami and Salena sts.
Sudborough, J. A.	Waters Pierce Oil Co.		Odd Fellows' Building.
Sullivan, T. J.			204 N. Commercial st.
Sullivan, Patrick			701 Washington ave.
Sullivan, Matthew E.		Wholesale Liquors	712 Pine st.
Sullivan, M. P.		Teamster	2720 Thomas st.
Summa, Emil	J. W. Booth & Son Com.	Co.	Rialto Building.
Summerfield, Moses.	S. & M. Summerfield,	Hides and Wool	218 N. Main st.
Sutherland, G. G.		Grain	104 N. Fourth st.
Sweeney, J. P.	J. P. Sweeney & Co.	Bond and Stock Brokers	Security B.
Swingle, W. S.	Hoyt Metal Co.		4143 Clayton ave.
Swift, W. H.	Fruin, Bambrick Con. Co.	Contractors	922 Olive st.
Syders, P. B.	Richmond Mfg. Co.	Mill Builders	Rialto Building.
Sykes, Geo. A.			

Name.	Firm.	Business.	Location.
Sylvester, James J.	Sylvester Coal Co.	Coal.	Laclede Building.
Sylvester, W. W.	Sylvester Coal Co.	Coal.	Laclede Building.
Taaffe, B. F.			4137 Manchester ave.
Tambllyn, Wm. M.	Tambllyn-Powers	Clothing Co.	512 Locust st.
Tamm, Theodore	St. Louis Woodenware	Works.	2700 S. Main st.
Tansey, R. P.	St. Louis Transfer Co.	President.	400 S. Broadway.
Tansey, Geo. J.	Laughlin & Tansey,	Attorneys	520 Olive st.
Tatum, Louis R.		Attorney	520 Olive st.
Tatum, H. C.			
Taussig, Edward		Merchant.	Security Building.
Taussig, William	Terminal R. R. Ass'n.	President.	Union Station.
Taussig, John J.	J. & J. Taussig.	Brokers	319 N. Fourth st.
Taussig, Jos. S.	J. & J. Taussig.	Brokers	319 N. Fourth st.
Taussig, B. J.		Lumber Com.	Rialto Building.
Taussig, Chas. S.	Judson & Taussig,	Lawyers	421 Olive st.
Taylor, Wm. H.		Insurance	225 Chestnut st.
Taylor, T. Carroll	T. C. Taylor & Co.	Commission.	114 Pine st.
Taylor, Phil. C.	T. C. Taylor & Co.	Commission.	114 Pine st.
Taylor, E. M.		Commission	505 Cham. of Com.
Taylor, C. H.	Brockman & Trauernicht,	Commission	805 N. Third st.
Taylor, J. B.	T. C. Taylor & Co.	Commission	114 Pine st.
Taylor, Proctor	Taylor Bros. & Co.	Millers	Quincy, Ill.
Taylor, W. C.	Mellier Drug Co.		2113 Lucas Place.
Taylor, Joseph C.	Geo. Taylor Com. Co.		24 S. Main st.
Teague, T. W.	Chas. F. Orthwein & Sons,		Laclede Building.
Teasdale, Thos. B.	J. H. Teasdale Com.	Co.	100 N. Fourth st.
Teasdale, J. Waller	J. H. Teasdale Com.	Co.	100 N. Fourth st.
Teasdale, J. W.	J. W. Teasdale & Co.	Dried Fruits & Com.	528 N. 2nd st.
Teasdale, A. S.			400 N. Second st.
Teasdale, Wm. C.		Dried Fruit.	Seventh and Poplar.
Teasdale, Geo. W.	J. W. Teasdale & Co.	Dried Fruits.	528 N. Second st.
Teasdale, C. H.	J. H. Teasdale Com. Co.		100 N. Fourth st.
Teasdale, J. W., Jr.	J. W. Teasdale & Co.	Dried Fruit.	528 N. Second st.
Teasdale, Robinson D.	Cupples Station	W. H. Co.	Seventh and Spruce sts.
Teasdale, J. E.	J. H. Teasdale Com. Co.		100 N. Fourth st.
Tebbetts, L. B.	Mansur-Tebbetts Imp. Co.	Farm Machinery	10th & Spruce sts.
Teichmann, Wm. C.		City Chemist.	1141 Market st.
Teichmann, Chas. H.	Teichmann Com. Co.	Commission	Republic Building.
Teichmann, Otto L.	Teichmann Com. Co.	Commission	Republic Building.
Telthorst, Herman		Flour and Feed.	7501 S. Broadway.
Temme, H. H.		Teamster.	1533 S. Grand ave.
Temple, Harry		Bookkeeper.	412 Washington ave.
Temple, Joseph	Adams Express Co.	Agent.	407 N. Fourth st.
Templeman, W. J.	Templeman & Co.	Produce.	950 N. Third st.
TenBroek, Gerrit H.		Attorney.	Turner Building.
Tepe, William		Feed.	2725 Laclede ave.
Terry, Albert T.	John H. Terry & Sons,	Real Estate	621 Chestnut st.
Tesson, George B.	Nanson Com. Co.		202 Chamber of Commerce.
Teuscher, E. C.	Todds & Stanley Mill F.	Co.	917 N. Second st.
Teuscher, Louis	Teuscher & Co.	Distillers	7 N. Third st.
Teuscher, Louis, Jr.	Teuscher & Co.	Liquors.	7 N. Third st.
Tevis, Hupp	Tevis Com. Co.		114 N. Main st.
Thaw, Charlie	C. Thaw & Co.	Life Ins. Agent.	Bk. Com. Bldg.
Thompson, A. L.	Cavender & Thompson,	Real Estate	706 Pine st.
Thompson, Wm. B.		Attorney.	Laclede Building.
Thompson, Wm. H.	Nat. Bank of Com.	President.	Broadway and Olive st.
Thompson, E. F.	G. A. Benton & Co.	Grain	827 N. Third st.
Thompson, C. McClung	C. L. Thompson & Son,	Insurance.	222 Pine st.
Thompson, Joseph B.	Piassa Woolen Mills,		3942 Olive st.
Thompson, R. P.	Crescent Grain and El.	Co.	511 Chamber of Commerce.
Thomson, Wm. H.	Boatmen's Sav. Bank,	Cashier.	Fourth and Washington av.
Thomson, M. D.	Thomson & Cooke	Cheese Co.	318 N. Second st.

Name.	Firm.	Business.	Location.
Thorn, Wm. J.	Thorn & Hunkins Cement Co.		108½ N. Eighth st.
Thornberry, G. E.	D. S. Heltzell & Co.,	Commission.	10 S. Main st.
Thornburgh, W. H.	Platt & Thornburgh Paint and Glass Co.,	Paints and Glass.	7th & Franklin av.
Thyson, John			202 Chamber of Commerce.
Tice, John H.	St. Louis Hay Exchange,		602 Theresa ave.
Tiedemann, Frederick	F. Tiedemann &	Co., Millers.	Jackson, Mo.
Tiedemann, Geo. W.	Chas. Tiedemann	Mfg. Co.	O'Fallon, Ill.
Tietjens, Henry	Henry Tietjens & Co.,	Feed.	3527 N. Twenty-fifth st.
Tilton, Edgar D.	E. O. Stanard Milling	Co.	406 Chamber of Commerce.
Timken, Henry		Vehicle Springs.	2nd and Branch sts.
Timmerman, G. H.	St. L. Iron & Machine	Works.	Second and Chouteau ave.
Tinker, Geo.	Tinker & Smith Malting Co.,	Malsters.	32 S. Seventeenth st.
Tinker, Z. W.	Tinker & Smith Malting Co.,	Malsters.	20th and Madison sts.
Tittmann, Harold H.	St. L. Cooperage Co.,		Main and Arsenal sts.
Tivy, Wm. N.		Produce and Com.	620 N. Third st.
Tompkins, C.	Union Trust Co.,	Cashier.	Union Trust Building.
Tomzensky, B.	B. Thomy,	Grain.	322 Pine st.
Tomzensky, M.			3702 Olive st.
Tontrop, Louis H.	Papin & Tontrop,	Real Estate.	626 Chestnut st.
Townsend, F. C.	Townsend Com. Co.,		114 Market st.
Tower, George F., Jr.	Goodwin Mfg. Co.,	Candles and Soap.	3332 Chouteau ave.
Tracy, John H.	David Nicholson,	Grocer.	15 N. Sixth st.
Trask, Isaac R.	Trask Fish Co.,	President.	510 N. Second st.
Trask, Walter B.	Trask Fish Co.,		510 N. Second st.
Traumiller, Joseph	Excelsior Brew. Co.,		5 S. Seventeenth st.
Trauernicht, F. C.	Brockmann &	Trauernicht, Prov. & Com.	895 N. 3rd.
Trembley, Chas. Z.	Keeley & Co.,	Real Estate.	1113 Chestnut st.
Triplett, John R.		Insurance.	118 N. Third st.
True, James B.	Chemical Bank,	Cashier.	Sixth and Locust st.
Trusdell, W. S.			4219 A Olive st.
Tumbach, C.	McCullough & Tumbach,	Commission.	4 N. Main st.
Tunstall, R. C.	St. Louis Hay Exch.,	Vice-Pres.	602 Theresa ave.
Tunstall, R. B.	St. Louis Hay Exch.,	Secretary.	602 Theresa ave.
Turner, M. L.	State of Oklahoma,	Treasurer.	Guthrie, Okla.
Turner, Chas. H.	Chas. H. Turner & Co.,	Real Estate.	Wainwright Bldg.
Tutt, Dent G.			310 N. Eighth st.
Twining, C. O.	Miss. Val. Hay Storage Co.,		Branch and Hall sts.
Tyler, George	Robert Atkinson & Co.,	Commission.	27 S. Second st.
Udell, C. E.	C. E. Udell & Co.,	Cheese.	410 N. Second st.
Ulrich, Harry C.	Deceased		
Urquhart, George	Plant Seed Co.,	Seeds.	812 N. Fourth st.
Vahlkamp, Henry	W. J. Lemp,	Clerk.	13th and Cherokee sts.
Valle, John F.	Desloge Con. Lead Co.,	Secretary.	322 Pine st.
Valier, Charles	Enterprise Milling Co.,		Laclede Building.
Van Arsdale, E. S.		Grain.	Carrollton, Ill.
Van Blareom, J. C.	Nat. Bank of Com.,	Banking.	Broadway and Olive st.
Vincent, J. F.	Smith, Sheridan & Vincent,	Commission.	Gay Building.
Virden, Samuel		Commission.	506 Cham. of Com.
Voelker, Otto	Otto Voelker & Co.,	Commission.	916 N. Broadway.
Vogeler, Julius		Grocer and Com.	14 N. Third st.
Vogel, Charles F.		Real Estate.	716 Chestnut st.
Vogel, John		Real Estate.	103 N. Ninth st.
Vogelsang, L. E.			2246 Sullivan ave.
Vogelsang, Henry	Hubbard & Barlett	Com. Co.	Fourth and Pine st.
Vogelsang, John H.	J. H. Vogelsang & Co.,	Provisions.	Fourth and Wash sts.
Von der Ahe, Edward		Broker.	Gay Building

Name.	Firm.	Business.	Location.
Von der Ahe, Chris		Nat. Bridge rd. & Vandeventer ave.	
Von Wedelstaedt, R. Park		Real Estate	Wainwright Building.
Vordtriede, E. Henry	St. L. Terra Cotta Co.		2019 Sidney st.
Wachter, G. W.			Court House.
Waddock, Frank G.	O'Connor & Co.	Market Reporter	112 Chestnut st.
Wade, Albert			Alton, Ill.
Wade, Festus J.	Anderson-Wade R. E. Co.		Columbian Building.
Wagenmann, Alfred J.	Clerk Court of	Criminal Correction	Four Courts.
Wagner, Charles		Pig Lead	Laclede Building.
Wagoner, Geo. C. R.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wagoner, Henry H.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wahl, John	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.	John Wahl & Co.	Commission	2 S. Main st.
Wainwright, Ellis	St. L. Brewers' Ass'n.		Wainwright Building.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck	Prov. Co., Provisions	111 Market st.
Wall, Nicholas R.	Wall & Whittemore,	Insurance	304 N. Third st.
Walsh, Austin		Clerk	1803 Locust st.
Walsh, Julius S.	Miss. Valley Trust Co.,	President	201 N. Fourth sts.
Walsh, Peter		Teamster	3129 N. Twelfth st.
Walsh, Edward Jr.	Miss. Glass Co.,	President	Main and Angelica sts.
Walsh, J. H.	Mason City Milling Co.,		Mason City, Neb.
Walther, Chas. F.			1723 Taylor ave.
Waltke, Louis H.	Wm. Waltke & Co.,	Soap	2nd and Grand ave.
Walton, E. S.		Commission	203 Cham. of Com.
Wand, Thomas		Livery	215 S. Sixth st.
Wangler, Joseph F.		Boiler Manuf.	1547 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S.	W. Co.	1547 N. Ninth st.
Ward, James			3315 Pine st.
Wardrop, Richard	Hunter Bros.,	Commission	Republic Building.
Ware, George W.			Jerseyville, Ill.
Warren, Andrew		Iron and Steel	516 N. Third st.
Warren, Thomas			200 N. Second st.
Warren, John A.			Security Building.
Wasserman, Bennett	Wasserman & Co.,	Ticket Brokers	102 N. Broadway.
Wasson, H. D.		Broker	212 Cham. of Com.
Waterworth, Jas. A.	Essex & Waterworth,	Insurance	Gay Building.
Watkins, E.	Keyes-Watkins Livery Co.,		1005 N. Grand ave.
Watson, John T.	Deceased		
Watts, T. G.	T. G. Watts & Co.,	Real Estate	106 N. Eighth st.
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Webb, H. St. John	Atlantic Trans. Line,		307½ Pine st.
Weber, Herman G.	Brosius, Bell Oil Wks,	Oil Factory	Belleville, Ill.
Webster, John J.	Southern R. R. Co.,		Houser Building.
Wegmann, John	Wegmann Bros.,	Grocers	8829 N. Broadway.
Weidner, Eug. G.	E. G. Weidner Com. Co.,	Commission	710 N. Third st.
Weigel, Eugene F.	Deceased		
Weil, Jacob P.	Barnard, Baer & Co.,	Produce and Prov.	114 Elm st.
Weil, Aug. J.			Security Building.
Weil, Henry G.			Security Building.
Weir, A.	A. Weir Produce Co.,		1420 N. Broadway.
Weissenborn, S. A.		Coal	311 Olive st.
Welles, Edgar T.	Granby M. & S. Co.		Sixth and Locust sts.
Wells, Rolla			509 Olive st.
Wenneker, Chas. F.	Wenneker-Morris	Candy Co.	12 S. Third st.
Werner, Louis	St. L. R. & W. Gutter Co.		Main st. and Park ave.
Wernse, Wm. F.	Guarantee Loan & M. Co.,		Bank of Commerce Building.
Wernse, H. H.	Wernse & Dieckman,	Brokers	317 N. Fourth st.
Werth, John E.	J. E. Werth & Bro.,	Insurance	18 N. Third st.
Werth, G. L.	J. E. Werth & Bro.,	Insurance	18 N. Third st.
Wertheimer, J. J.	Wertheimer-Swartz	Shoe Co.	10th and Washington ave.

Name.	Firm.	Business.	Location.
Westcott, W. B.	W. B. Westcott & Co.	Commission	213 Market st.
West, Courtney H.	Moffet-West Drug Co.		617 N. Fourth st.
West, Thomas H.	St. Louis Trust Co.	President	Fourth and Locust sta.
West, J. T.	Meeks, West Grocer Co.		814 Spruce st.
Wetzel, Frederick L.	Dozier Bakery.		Sixteenth and Morgan sta.
Weyman, Henry		Lead and Zinc Ore	Joplin, Mo.
Wheeler, R. T.	Wheeler, James & Co.	Live Stock	Union Stock Yards.
Wheeler, Jas. L. S.	Howes Grain Cig. Mach.		Silver Creek, N. Y.
Wherry, John	John Wherry & Co.	Self-Raising Flour	114 Pine st.
Whipple, Alphonso	Whipple's Ins. Prot.	Agcy, Protective & Ins.	217 N. 3rd st.
Whitaker, Edw.	Whitaker & Hodgman	Brokers	300 N. Fourth st.
White, E. B.	E. B. White Grain Co.		208 Chamber of Commerce.
White, J. Sibley	Bradbury Marble Co.		1229 S. Second st.
White, J. M. S.	Continental Line	Agent	Rialto Building.
White, T. E.	Skinner, White & Co.	Dry Goods Com.	719 Lucas ave.
White, N. M.	Norborne Roller Mills.		Norborne, Mo.
Whitehead, S. A.	Nanson Commission Co.		202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.	Insurance	Rialto Building.
Whitelaw, Geo. G.	Scudder-Gale Gro. Co.		714 Spruce st.
Whitelaw, Geo. P.	Collier Co.	White Lead	Security Building.
Whitelaw, Oscar L.	Whitelaw Bros.	Paints and Oils	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.	Paints and Oils	409 N. Second st.
Whitelaw, C. W.	Huse & Loomis I. & T. Co.		Security Building.
Whitmore, Daniel R.	Merchants' Exch.	Ass't Secretary	Third and Pine sts.
Whitmore, H. R.	Gaffney Brick Co.	Sec'y & Treas.	Broadway and Pine st.
Whittaker, John	Fran. Whittaker & Sons	Pork Packers	Seventh and Carr sts.
Whittemore, F. C.	Wall & Whittemore	Insurance	304 N. Third st.
Whittle, T. W.	J. A. Warren & Co.	Commission	Security Building.
Whyte, Joseph P.		Real Estate	103 N. Eighth st.
Wibracht, Henry M.	Wibracht-Riske Com.	Co.	108 N. Fourth st.
Wickham, E. F.	St. Louis Register Co.		217 N. Third st.
Wickham, W. F.	Tudor Iron Works		415 Locust st.
Wickliffe, Joseph H.			Arkansas City, Kas.
Wieder, M. S.	Wieder Paint Co.		801 N. Main st.
Wiedmer, Fred.	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse		214 Chamber of Commerce.
Wiener, I. M.	I. M. Wiener & Co.	Brokers	Wainwright Building.
Wiener, Adolph	I. M. Wiener & Co.	Brokers	Wainwright Building.
Wiest, Adam		Cotton	Cotton Exchange.
Wigglesworth, John M.	Cox & Gordon	Provisions	1019 S. Third st.
Wilhelm, W. B.	W. B. Wilhelm & Co.		320 N. Main st.
Wilkinson, E.			818 Olive st.
Wilkins, John T.	Wm. A. Orr Shoe Co.		Ninth and Locust sts.
Wilkins, W. T.	Senter & Co.	Commission	Third and Walnut st.
Willard, Wm. G.		Manufacturer	113 N. Second st.
Willemsen, Chas.	Willemsen Belting Co.		217 Destrehan st.
Williams, John R.	Libby & Williams Paper	Co., Paper & Twine	421 N. 2nd st.
Williams, E. F.	Hamilton-Brown Shoe	Co.	Tenth st. and Washington ave.
Williams, Elmer V.	Wm. Johnston & Co.	Ship Agents	108 N. Fourth st.
Williams, P. P.	P. P. Williams & Co.	Commission	520 Cham. of Com.
Williamson, E. T.			114 N. Fourth st.
Williamson, W. H.	Staunton Milling Co.		Staunton, Ill.
Wilson, J. Wright			Lebanon, Mo.
Wilson, Chas. A.	St. Louis United El. Co.		Rialto Building.
Winkelmeyer, Adolph E.	Alkire Grocer Co.		421 S. Seventh st.
Winkelmeyer, Christopher			3540 Chestnut st.
Winkelmeyer, Jul. L.			4373 Pine st.
Winner, Herman			1439 Madison st.
Wintermann, R.	St. Louis Syrup Refining	Co.	317 N. Second st.
Wirkick, John A.	Imperial Mill Co.	Miller	Clarksville, Mo.
Wirthlin, R. L.	Southern Coop. Co.		110 Victor st.
Wiseman, Arthur A.		Broker	108 N. Third st.
Wissmath, Chas., Jr.	C. Wissmath & Son	Pork Packing Co.	1113 N. 12th st.
Withnell, W. W.			3100 Meramec st.
Witherspoon, T. C.		Cotton	Cotton Exchange.

Name.	Firm.	Business.	Location.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Woelffe, Matt.	Baur & Regel	Salesman	833 N. Third st.
Woerheide, A. A. B.	Lincoln Trust Co.	Sec'y and Treas.	712 Chestnut st.
Woestman, J. B.	Franklin Bank,	Vice-President	400 Morgan st.
Wolcott, Wm. V.	St. Louis Car Coupler Co.		Commercial Building.
Wolf, John		Hotel	503 S. Fourteenth st.
Wolfe, Daniel R.	Continental Wire Co.	Iron Nails and Steel	Laclede Bldg.
Wolfenden, C. F.	A. A. Paton & Co.	Cotton	Cotton Exchange.
Wolff, Julius	Jul. Petersen Com. Co.		709 Carroll st.
Wolgaast, Louis		Feed	2137 Gravois ave.
Wollbrinck, Henry	St. L. D. Beef and Pro. Co.	Manchester rd. & Chouteau ave.	
Woltman, G.		Security Building.	
Wonderly, Peter		Coal	2000 Clark ave.
Wonderly, Charles P.		Odd Fellows' Building.	
Woodlock, Frank D.	F. D. Woodlock & Co.	Commission	322 Pine st.
Wood, F. C.	A. N. Kellogg Newspaper Co.		224 Walnut st.
Wood, H.	Union Dairy Co.	Dairyman	Jeff. & Washington aves.
Woods, W. K.	Robinson Forage Co.		2141 Washington ave.
Woods, L. F.	Collier Shot Tower Wks.		Security Building.
Woods, J. P.	C. P. Burr & Co.	Commission	Rialto Building.
Woods, Wm.	Woods & Co.	Commission	418 Cham. of Com.
Wooster, R. L.	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Wrape, Henry	The Hy. Wrape Co.	Staves and Headings	509 Chestnut st.
Wray, J. W.	Drummond Tobacco Co.		218 Elm st.
Wright, H. W.		Farmer	Carrollton, Ill.
Wright, Joseph P.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Wright, Frank L.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Wright, Geo. M.	Wm. Barr Dry Goods Co.		Sixth and Olive sts.
Wright, J. L.	E. B. White & Co.		208 Chamber of Commerce.
Wrisberg, Wm. C.			108 1/2 N. Eighth st.
Wuerpel, Fred. E.	Dehner-Wuerpel M. B. Co.		1611 S. Third st.
Wulze, Wm. H.	Camp Spring Mill Co.	Millers	516 Chamber of Commerce.
Wunderlich, Chas., Jr.	Chas. Wunderlich	Cooperage Co.	2212 N. Ninth st.
Wyman, Arthur	Penn Salt Co.		321 N. Second st.
Wyman, Henry P.	St. L. & Miss. Val. Tr. Co.,	Secretary	Main and Walnut st.
Yeatman, James E.	Mer.-Laclede N. Bk.,	Banking	400 Olive st.
Young, Edward H.		Commission	410 Cham. of Com.
Young, Robert S.	Funston Bros. & Co.	Commission	108 N. Main st.
Young, D. W.	D. W. Young Com. Co.		413 Chamber of Commerce.
Young, F. N.	D. R. Francis & Bro. Com. Co.		Laclede Building.
Zelle, F. E.	Zelle Bros. Prov. & Com. Co.	Prov. and Com.	702 N. Third st.
Zenk, Philip John	Seele Milling Co.	Miller	Troy, Ill.
Zeller, Wm. F.	Allen, Grier & Zeller Co.		89 Board of Trade, Chicago.
Ziegenhein, Henry		Collector	New City Hall.

INDEX.

Agricultural Implements	60
Ale.....	254
Apples.....	249
Bank Statement.....	77
Bran.....	171
Bridge Traffic.....	96
Beans.....	252
Butter.....	250
Building Statistics.....	65 and 57-58
Bagging.....	228
Board of Directors, Report of.....	7-11
" Resolutions.....	14-28
Beer.....	148
Beef, Dressed.....	211
Beef, Canned.....	254
Boots and Shoes.....	61
Barbed Wire.....	254
Bicycles.....	48
Commerce and Industries.....	84-45
Cheese.....	249
Coal and Coke.....	97
Clearing-House Statement.....	42 and 77
Custom-House Transactions.....	88
Corn Meal.....	170
Comparative Business.....	117
Call Board Transactions.....	188
Crop Conditions.....	206
Crop Reports for 1898.....	191
Crop Reports for several years.....	206
Crop of the World—Wheat.....	188 and 208
Crops of Missouri.....	184
Crops, Average Condition.....	207
Cotton.....	124
Committees for 1897.....	5, 6
City of St. Louis.....	84
Cattle.....	232
Coffee.....	66
Cranberries.....	254
Candles.....	254
Cement.....	254
Cordage and Rope.....	254
Castor Beans.....	252
Climate.....	79
Candies.....	248
Cotton Seed Meal.....	245
Chemicals.....	45
Clothing.....	53
Canned Goods.....	69
Olgars.....	230
Conventions.....	57
Cotton Manufactures.....	51
Dried Fruit.....	246
Dry Goods.....	44
Exchange, Meetings of.....	29-30
Elevators, capacity and rates.....	129, 186
Eggs.....	250
Electrical Industries.....	50
Exposition.....	86

Flour and Grain, total movement.....	181
Flour and Grain, monthly receipts and shipments.....	149
Flour and Grain, total receipts and shipments for 20 years.....	149
Flour, Review.....	187
" receipts by crop years.....	140
" monthly rec'ts and ship.....	140
" exports from the U. S.....	142
" receipts at various cities.....	142
" weekly prices.....	144
" amount manufactured.....	188
" amount handled.....	189
" amount manufactured in various cities.....	148
" sources of supply and direction of shipments.....	140
" stocks in store.....	141
" report of Board of Flour Inspectors.....	148
" foreign shipments.....	141
Fire Record.....	78
Fish.....	254
Foreign Trade.....	118
Flax Seed.....	247
Fertilizers.....	254
Finance.....	42
Foreign Shipments.....	119
Freights to New Orleans by river.....	112
" Memphis and Vicksburg by river.....	112
" all rail eastward.....	100
" from St. L. to Liverpool via New Orleans.....	122
" from St. L. to Liverpool via New York.....	122
" to Southern cities by rail.....	100
Furniture.....	59
Ferries.....	96
Fruits.....	248
Groceries.....	66 and 70
Grain Inspection.....	172
" receipts and shipments for a series of years.....	150
" stocks in store at close of each week.....	174
" shipments by barges to N. O.....	109
" foreign shipments from N. O.....	121
" monthly rec'ts and shipm'ts.....	149
" Review.....	145
" receipts by crop years.....	169
" exports from U. S.....	120, 168
" daily prices.....	156-167
" viable supply.....	181
" receipts at various cities.....	182
" Wheat.....	151
" Corn.....	152
" Oats.....	158
" Barley.....	155
" Rye.....	154
" stocks in public elevators.....	180
" stocks in private elevators.....	180
" receipts at 7 Atlantic ports.....	182
" highest and lowest future.....	169
" earliest crop receipts.....	169